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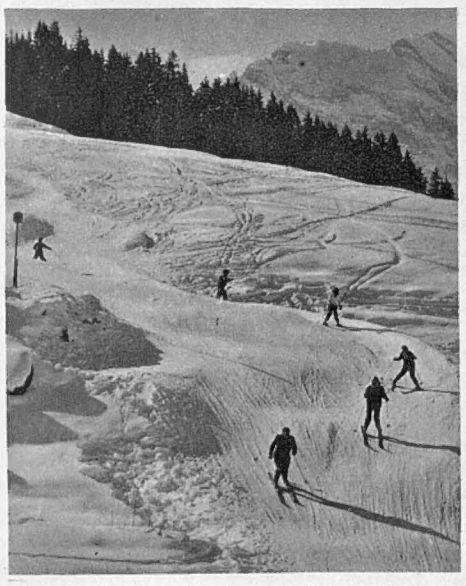

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Volume CCXLIII No. 3148

THE SPHERE

LONDON, October 1, 1960

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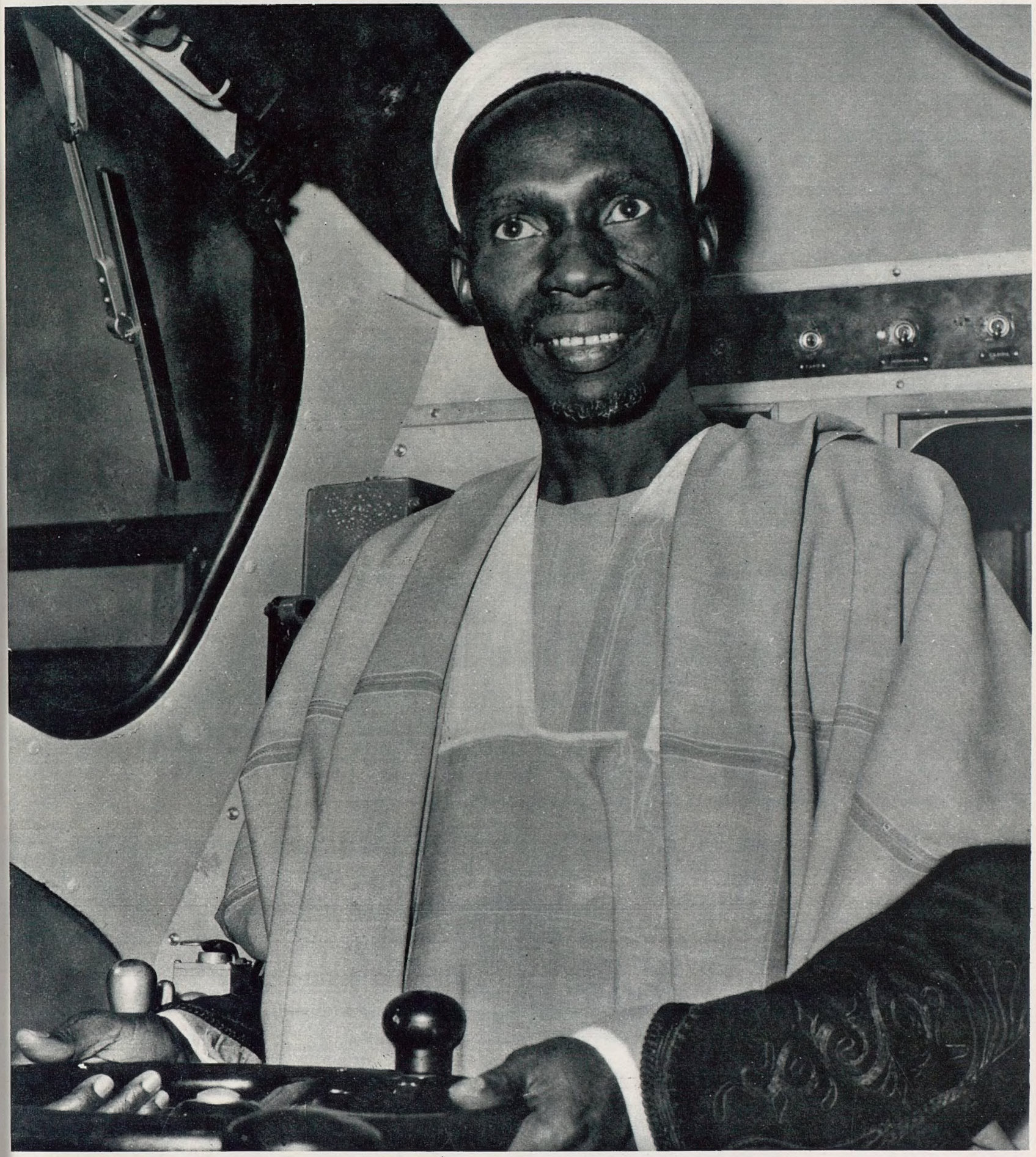

NIGERIA—THE MAN IN CONTROL

Sir Abubakar Tafawa Balewa to-day becomes the first Prime Minister of Independent Nigeria. As his country achieves its Sovereign status, he continues in the office he has held for the past three years in the Federation. The picture of him at the controls of an electric locomotive was taken during a visit to Britain in 1958 while he was touring the English Electric Company's Vulcan foundry locomotive works at Newton-le-Willows, in Lancashire. Sir Abubakar, who is aged forty-seven, was trained as a teacher at London University Institute of Education and has been active in Nigerian politics since 1947. Distinguished visitors from the Commonwealth and elsewhere are due in Lagos this week-end for the celebration of Independence. The Queen is to be represented by Princess Alexandra. The main ceremony on October 1 is in Lagos, when the Instrument of Independence will be handed over. On Monday the Parliament of Independent Nigeria will be opened. (In this issue of *The Sphere* pictures and articles mark the occasion of Nigerian Independence)

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NEWS SUMMARY

A conference at Geneva and political party gatherings in Britain; an agreement among oil-producing countries; a Chinese puzzle

INTERNATIONAL

Details of the United Nations Assembly in **New York** are on pages 10-11. In **Geneva** the conference between Britain, the United States and the Soviet Union attempting to reach agreement on the cessation of nuclear tests was to meet again on Tuesday (September 27). This will be the 247th session in the meetings, which started in October 1958. The major problems, which have shown no signs of being resolved during this period, are the length of time for a moratorium on small underground tests and the means of control and inspection to detect illegal tests in the future.

Also in Geneva, it was announced last Sunday that the 1960 Nansen medal for outstanding services on behalf of refugees had been awarded to four Britons for having put forward the idea for the World Refugee Year. They are Mr. Christopher Chataway, M.P., Mr. Colin Jones, Mr. Timothy Raison and Mr. Trevor Philpott. All are members of the Bow Group of the Conservative Party. (An article on the Bow group will be published in "The Sphere" next week)

CONGO

While Congo was one of the main subjects in the U.N. General Discussion in New York, there was little sign of clarification in the situation in the country itself. Another massacre was reported, this time from Katanga Province. In **Leopoldville** Colonel Mobutu, the head of the Army, set up his own government. It was said to be composed of young intellectuals who were taking over the government departments. The army, Colonel Mobutu's mainstay of support, was reported for a period to have turned against him. The soldiers apparently were under the impression they were to be granted family allowances. The Colonel told them this idea was a "hoax," probably spread by Lumumba agents. Colonel Mobutu saw, separately, President Kasavubu and Mr. Lumumba. He was stated to have told them they must reconcile their differences. Afterwards Colonel Mobutu said he was returning to his own quarters "to think." Mr. Lumumba gave a Press Conference from which no concrete information emerged.

GREAT BRITAIN

The Party Conference season was due to open last Thursday, with the Liberals meeting at **Eastbourne.** Their aim is to formulate a "radical" policy which will attract voters from Labour's ranks and give them the opportunity of becoming the chief Opposition party. By way of a Declaration of Independence, the Liberals have abrogated their pact with the Conservatives in **Bolton** and will fight East Bolton in the by-election next month with Mr. Frank Byers (formerly M.P. for North Dorset) as their candidate.

The Labour Party gathers for its conference at **Scarborough** next Monday (October 3). The main issues will be: (1) Defence. The official policy of retaining the nuclear deterrent versus the party's left-wing demand for the unilateral renunciation of the H-bomb by Britain. (2) Nationalisation. The extension of public ownership to be dependent on particular circumstances at particular times (the official policy) versus adherence to the Party's original Constitution which lays down that all means of production, etc., should be nationalised. (The left-wing demand.) Underlying the debates will be the question of how far the Parliamentary Party can be committed in advance to any policy by the Party Conference with its complicated system of block votes.

Last Saturday Mr. Michael Foot was nominated as Labour candidate for the by-election at **Ebbw Vale,** where the late Mr. Bevan's majority was over 20,000 at the last election. Mr. Foot is one of the leaders of the critics of Mr. Gaitskell. On Sunday the campaign for Nuclear Disarmament finished its three-week march from **Edinburgh** to London with a rally in Trafalgar Square. On the same day Mr. Gaitskell called for full support for his policies in a speech at **Battersea.**

The Conservative Conference begins, also at **Scarborough,** in ten days' time on October 10.

The Report of the Monckton Commission on the future of the Federation of Rhodesia and Nyasaland is expected to be published in the middle of this month. By last week-end copies of the Report were in the hands of all Governments and others concerned. "Leaks" of its contents indicated that a majority of the twenty-five members of the Commission were in favour of allowing a "re-shaping" of the Federation, with weaker powers for the Central Government.

The strike situation in Britain, as at last Monday: after nine weeks unofficial stoppage the seamen were going back to work in **Liverpool, Manchester, Sunderland, Seaham, Glasgow** and **Cardiff.** On **Clydeside** the strike of shipwrights and burners continued. This was throwing many other men in the yards out of work. In the **Port of London** tally clerks, who check cargo in and out of ships, were striking unofficially against the transfer of temporary checkers to the regular list. For some time there has been a serious shortage of regular clerks. About 140 ships were held up by this stoppage.

The cover design for this year's Christmas number, to be published on November 11, is by Lucien Lowen. Colour pages include Pauline Baynes' interpretation of the Nativity; William McLaren's illustrations of Royal Christmases since the days of the Normans; Geoffrey Fletcher's Victorian party scene and his water-colours of the sites to-day of old London ballads; Victor Coverley-Price's Roses Old and New; and many other pages, including *Trompe L'Oeils* and Dutch still-lifes. In black and white are further illustrated pages; a short story and articles including Rear-Admiral A. D. Nicholl's memories of Christmas Day in the Royal Navy

It is not too early to place your order now if you are to make sure of catching the overseas mails. Orders should be placed with any branch of W. H. Smith, Wymans, John Menzies, or newsagents anywhere. The price of "The Sphere" Christmas number is 5s., including postage.

MIDDLE EAST

In **Bagdad** the resolutions which had been adopted by the five-nation oil conference were announced. Summoned by Iraq, the conference, attended by Persia, Saudi Arabia, Kuwait and Venezuela, with observers from Qatar and the Arab League, was designed to establish a unified policy for Middle East oil states. The moves were caused by the eruption in the last few months of cheap Russian oil into world markets. This led a number of oil companies to reduce their prices for crude oil. Chief of the resolutions was one setting up a permanent Organisation of Petroleum Exporting Countries, with a secretariat meeting at least twice a year. Its function is to ensure a unified policy by the oil states towards price fluctuations. Any country, which is a substantial exporter of crude petroleum, can become a member of O.P.E.C., if accepted by all five of the original members.

FAR EAST

To-day (October 1) is the eleventh anniversary in China of Mao Tse-tung's "Liberation" of the country by the expulsion of Chiang Kai-shek. Early this week there were conflicting reports from **Pekin** regarding Russia's representation at the celebrations. (Mr. Khrushchev attended the anniversary last year.) According to some sources, two leading members of the Kremlin's inner circle, Mr. Mikoyan and Mr. Suslov, were already in the Chinese capital as "olive branches" in the Khrushchev-Mao ideological struggle. Other sources, however, declared Russia had no intention of sending any representatives to the celebrations. Up to last Sunday no mention had been made by the Chinese Press or radio of Mr. Khrushchev's presence at the United Nations.

From **Laos** came news that the frontier with Thailand was open again. It had been closed for two months and it had been feared that this meant Marshal Tharit, the Premier of Thailand, was contemplating bringing pressure to bear in favour of his nephew, General Nosavan, who heads the Laotian anti-Communist movement against Prince Souvanna Phouma, the Prime Minister in Vientiane. The latter aims at negotiating with the Communist Pathet Lao, led by his half-brother. The reopening of the Laotian-Thai frontier was taken to mean that Marshal Tharit would not intervene in Laos.

UGANDA

Next year Uganda is to have elections for a national legislature which will be predominantly African. Registration of voters on a common roll is now taking place. Within Uganda are the territories of four traditional rulers. One of these is Buganda. A dispute between its ruler, the Kabaka, and the British authorities was thought to have been settled in 1955, when the Kabaka received very wide powers of autonomy. However, last month it became clear that the Kabaka and his Baganda people were not prepared to accept the strongly centralised government envisaged for Uganda in the future. In **Lukiko,** the capital of Buganda, the local Parliament last week passed a resolution favouring separation from the Central Government and declaring Buganda did not wish to be represented in the national legislature.

THE NEWS IN PICTURES

THE RENT RIOT IN ST. PANCRAS

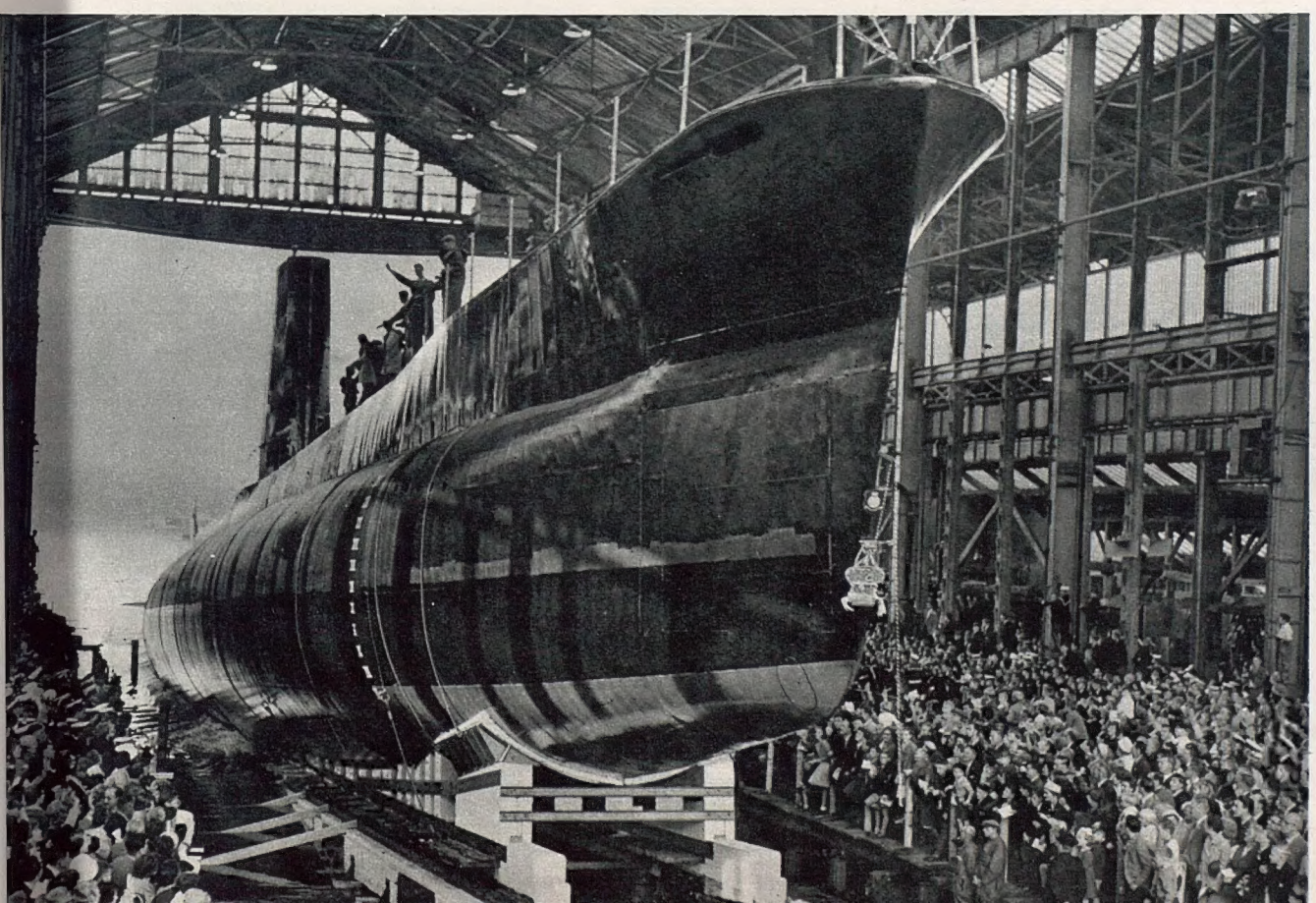
Near Kennistoun House, in Kentish Town, police and demonstrators are involved in a melee after the forcible eviction of one of the two men who had refused to pay rent increases under the St. Pancras Borough Council's differential rent scheme. Last week a large force of police assembled early one morning to assist the bailiffs evict the two men, Mr. Arthur Rowe and Mr. Don Cook, who had barricaded themselves in their council flats for nearly a month. Battles between the police, some of them mounted, and the crowds continued throughout the day. Over 2,000 people attended a protest march on St. Pancras Town Hall. The basis of the trouble was the differential rent scheme introduced at the beginning of the year by the Conservative St. Pancras Borough Council to reduce a housing deficit of £350,000

PRINCESS MARGARET AT SOUTHWARK

ROYAL JOURNEY TO NIGERIA

Princess Alexandra walks towards her aircraft at London Airport at the start of her journey to Nigeria, where she is to be the Queen's Special Representative at the Independence celebrations this week-end. She will present the Instrument of Independence at the main ceremony on October 1, and read the speech from the Throne at a special session of the Federal Parliament

Far left: Princess Margaret shakes hands with the manager of the George Inn, Southwark, in South London, after lunching with the Bishop of Southwark (just behind the Princess). Earlier, the Princess and her husband, Mr. Antony Armstrong-Jones, had attended the Michaelmas Ordination service at Southwark Cathedral. Her Royal Highness is a patron of the Friends of the Cathedral



ROYAL NAVY PLAYS HOST TO SCHOOLCHILDREN

At H.M. Dockyard, Chatham, hundreds of schoolchildren watch the launching of H.M. Submarine *Onslaught*. The ceremony took place last Saturday, and the children came from secondary modern, grammar and independent schools throughout Kent. *Onslaught*, a submarine which will have a complement of seventy-one, six officers and sixty-five ratings, is expected to be commissioned in 1962. She is one of eight attack submarines of the new Oberon class, a development of the the Porpoise class. H.M.S. *Onslaught* and her sister ships are likely to be the last conventional submarines ordered by the Royal Navy. *Dreadnought*, Britain's first nuclear submarine, is due to be launched by the Queen soon; and the Navy has ordered another similar vessel from Vickers-Armstrongs (Shipbuilders) Ltd., of Barrow, who are the builders of *Dreadnought*

Side by side are one of the smallest and one of the largest vehicles at this year's Commercial Motor Show in London. On the left is the Goggomobil 6-cwt. pick-up truck, and, right, is the 300-h.p. 20-ton Thornycroft Sandmaster. The show, which is held every two years, was opened on Friday of last week at Earls Court, by Mr. Ernest Marples, Minister of Transport, and ends to-day (October 1). A feature of the show is the development of what has been called "the motorway era vehicle." This can be seen in the more powerful engines and higher gearing; and in the way driving cabs are designed for greater comfort. *Below, right:* Mr. Geoffrey Rootes, President of the Society of Motor Manufacturers and Traders, is with Sir William Lyons, Chairman of the Jaguar Car Company, and Sir Bertram Waring, Chairman of Joseph Lucas, Birmingham, at the show. To the press, Mr. Rootes said that many people were taking the recession in the car industry too seriously. He added that Britain was the largest producer and exporter of commercial road transport in Europe; and that record levels in both production and export had been achieved

LARGE AND SMALL AT THE COMMERCIAL MOTOR SHOW

Mr. F. J. Erroll, Minister of State, Board of Trade, examines the A.E.I. stand at the Factory Equipment Exhibition in Manchester. The Minister, who is an ex-apprentice of Metropolitan-Vickers Electrical Co. Ltd. (now A.E.I. (Manchester) Ltd.), is bending a heating element for a boiling plate. Over 200 companies are taking part in the Exhibition, which ends to-day, October 1. It is the largest industrial exhibition ever to be held in Manchester and the Belle Vue hall was enlarged to accommodate it. The show has been sponsored by the Manchester Chamber of Commerce, the *Financial Times*, and *Industrial Equipment News*

MR. ERROLL AT THE FACTORY EQUIPMENT EXHIBITION

MR. G. ROOTES, SIR W. LYONS, SIR B. WARING

OFF TO NIGERIA

The Archbishop of Canterbury and Mrs. Geoffrey Fisher are at London Airport before flying to Nigeria to attend the Independence celebrations. During their stay they are visiting some of the dioceses. They will attend a service in Lagos Cathedral on Sunday

A NIGERIAN CURATE IN LONDON

The Rev. Samuel Johnson, a thirty-year-old Nigerian, is to join the staff of St. Martin-in-the-Fields as a curate. Mr. Johnson has already spent eleven years in England where, in addition to his studies, he has worked on the railways and in a factory. He was ordained in 1956

A DIPLOMATIC EXERCISE

In his London flat Sir Pierson Dixon, recently appointed British Ambassador to France, reads a biography of Marcel Proust in preparation for taking up his new duties. Sir Pierson has been succeeded as Britain's chief permanent delegate at the U.N. by Sir Patrick Dean

THE NEWS IN PICTURES

Torrential downpours followed by floods and other disasters struck several parts of Europe last week. Areas in Central and Northern Italy were most severely hit. At various points on the Via Aurelia highway, from Rome to the French Riviera, the road was cut by storms, floods and landslides. Near Tarquinia a bridge carrying the highway near the coast was swept away. At least six people were killed, including a two-year-old child. Railway lines from Rome to the north were also damaged. The River Adige burst its banks and in the Province of Bolzano the road to the Brenner Pass was blocked by water. The death-roll throughout Italy was reported to be thirty-six and it was feared more bodies might be buried in the mud and debris. In the village of Gianico, in the hills north of Brescia, the inhabitants had a narrow escape from destruction when a landslide rolled towards them. The sexton saw the danger and rang the church bell to give the alarm. The people fled from their homes just in time. Switzerland and Austria (in the provinces of East Tyrol and Carinthia) were also affected by deluges. Snow was reported from the French Riviera. In Britain, East Anglia suffered from a cloudburst and there were floods in the south of England. In the north fog caused a traffic pile-up on the Great North Road in Yorkshire. There were three fatalities. From other continents news of the vagaries of Nature included a drought in Queensland, in Australia, and severe earth tremors in Ruanda-Urundi, in Africa, on the borders of Congo

IN THE WAKE OF A TEMPEST IN ITALY—A CRATER ON THE VIA AURELIA HIGHWAY

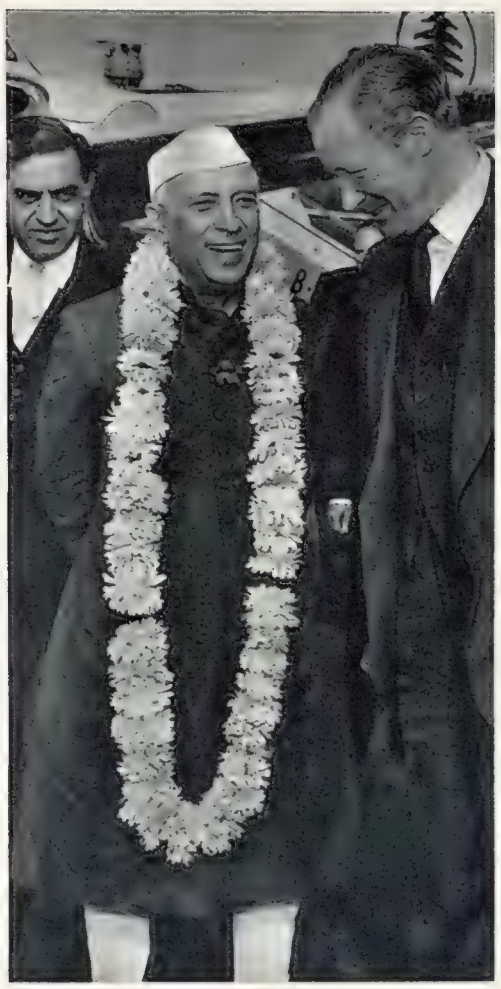
SWANS IN THE PIAZZA CAVOUR IN COMO SWIM ON THE FLOODWATERS FROM THE LAKE

The Raja of Perlis was last week elected Yang di-Pertuan Agong or Head of State, of the Federation of Malaya by his fellow State rulers. He succeeds the late Sir Hisammudin Alam Shah, who died on September 1, and is Malaya's third Head of State since the country became independent in 1957. The Raja Syed Sir Putra ibni al-Marhum Syed Hassan Jamalullail is thirty-nine. Earlier this year he was elected Deputy Head of State of Malaya. His successor in this office is the Sultan of Trengganu

MALAYA'S NEW RULER

Far Right : Field-Marshal Sir Francis Festing, the Chief of the Imperial General Staff, greets Brigadier-General Alfredo Santos at the War Office, in London. The Brigadier-General arrived in Britain on a visit last week. The Philippines and Britain are two of eight nations who are members of the South-East Asia Treaty Organisation

A BRITISH ALLY FROM SOUTH-EAST ASIA



The First Week

THE U.N. ASSEMBLY

En route to New York: Mr. Macmillan leaves London Airport and Mr. Nehru is greeted there by Mr. Sandys

Mr. Hammarskjold, the Secretary-General of U.N.

Mr. Hammarskjold entered the Annual General Assembly of the United Nations for its opening on September 20 with the knowledge that on the previous day he had received an overwhelming vote of confidence at the special emergency session on Congo. A resolution approving his Congolese policies was passed by seventy votes to nil, with ten abstentions (the Soviet bloc and France).

After electing its chairman, Mr. Boland of Eire, and admitting new members (thirteen African states, and Cyprus), the Assembly reached its main business on September 22. In the General Discussion, President Eisenhower made the first important speech. He called on Russia to resume disarmament talks and suggested that outer space should be neutralised and space launchings controlled through the U.N. Much of his speech was devoted to Africa. Mr. Eisenhower put forward a plan for international aid to Africa, channelled exclusively through the United Nations. This would be the best way to keep the Cold War out of the continent.

President Tito of Yugoslavia, who followed, was the first of the Communist speakers. He asked for world problems to be dealt with by the U.N. and not by the decisions of only a few states. China, he thought, should be admitted to the U.N. Turning to Congo he was critical of the U.N. policy there, which he branded as " colonialism." On September 23 Dr. Nkrumah opened the proceedings. He also attacked " colonialism " on the part of the U.N. in Congo and demanded the recognition of Mr. Lumumba as Prime Minister.

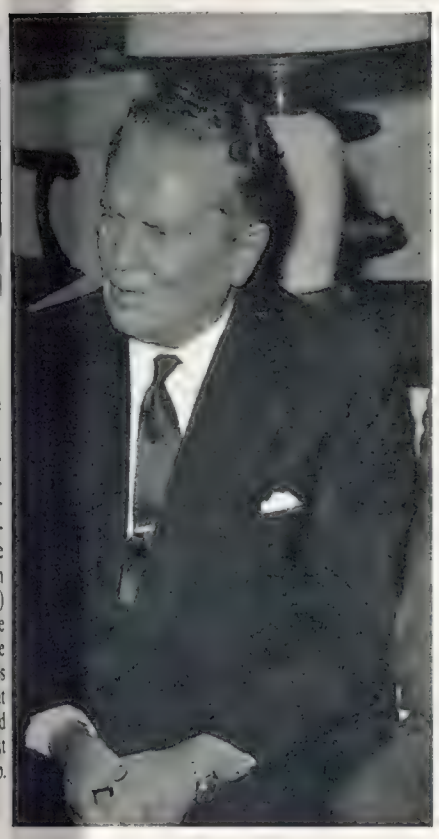
Then came the full-scale assault from Mr. Khrushchev. He demanded the removal of Mr. Hammarskjold from his office and the establishment of a triumvirate, to replace a single Secretary-General. He said the seat of the U.N. must be moved from New York. Having outlined his own disarmament plan (which contained nothing new) he proclaimed that " colonialism " should be " immediately and totally abolished." The atmosphere was made still chillier by references to United States' " spy-flights." The Soviet Premier's attack on Mr. Hammarskjold recalled the policy followed by Russia in 1953 to oust Mr. Trygve Lie from the Secretary-Generalship.

During the debates the Thai delegation is in front, the U.S. in centre row and Austria behind

President Nasser arrives in New York

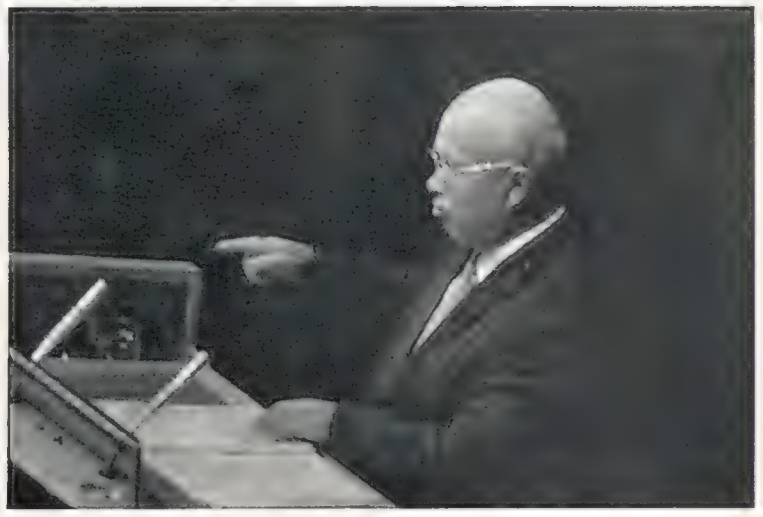
Dr. Nkrumah addresses the Assembly

The American President makes the first major speech in the General Discussion



President Tito in New York

Right: Mr. Zhikov of Bulgaria



Mr. Gheorghiu-Dej of Rumania, talks with Poland's Mr. Gomulka

Mr. Khrushchev in full spate. By his attacks on Mr. Hammarskjold and the West he brought the Cold War into the U.N. During the second week of the session it was hoped that the serious tension might be eased by the presence of Mr. Diefenbaker, Mr. Macmillan and Mr. Nehru

Faithful Satellites of Mr. Khrushchev. In the Hungarian delegation Dr. Endre Sik, the Foreign Minister, leans forward, and Mr. Kadar sits beyond him

JOHN CONNELL

NO INTERNATIONAL ENCLAVE

Whatever the long-term consequences of this year's momentous session of the United Nations Assembly—and at the time of writing it is quite impossible to attempt to assess those consequences—it is bound to be memorable in one major respect: it assembled on American soil more of the United States' avowed and embittered enemies than have ever been, or could be, gathered except in a prisoner-of-war camp for V.I.P.'s. Their presence in New York has been, from the moment of Mr. Khrushchev's disembarkation in the rain at the decrepit and odorous old Pier 73, a glaring anomaly, a spurious yet sinister kind of challenge which the Government and people of the United States were powerless to resist.

It seemed, fifteen years ago, both convenient and right that the headquarters of the United Nations should be established in New York. No more convincing proof could be offered that the bad old era of American isolationism was at an end. The great nation which, only a quarter of a century earlier, had shied off entering the League of Nations, demonstrated, with vigorous and sincere generosity, that its heart and its interest were alike committed to the cause of the U.N. The Palais des Nations at Geneva, with its ironic and pitiful memories, stood shuttered and semi-derelict; and anyway Geneva, with all its advantages, was too small to house the secretariat and officials of an organisation as vast as the U.N. was bound to become.

Mounted police hold back a crowd demonstrating against Mr. Khrushchev near the United Nations building in New York

Therefore, from its temporary home at the ominously-named Lake Success, the United Nations headquarters was moved, some years ago, to the great, glittering upturned jewel-box in New York City, which is now a regular stopping point for tourists in their round-Manhattan conducted tours. There have been those who have wondered whether this splendid edifice may not have an ultimate destiny not dissimilar from that of the Palais des Nations—or even of Wembley Exhibition or the White City at Shepherd's Bush.

Pretty as it now is, few Americans this autumn have been able to think of it as a jewel-box; they have seen it rather as an evil and poisonous wasps' nest, dumped in their front garden, and buzzing with every sort of dangerous activity. How sadly different it seems from the cuddly, quiescent little ball of twigs and leaves which Junior brought home in the mid-forties, crying " Look, Paw, what I picked up in the woods out there! "

There is just this building. There is no sovereign international enclave, like the Vatican City State. Its international status is confined, territorially, to fantastically narrow limits. It contains no living accommodation, either for Heads of State or for nineteen-year-old typists. The Security Council's writ runs, in theory, the width of the world, but not across the street. There the New York policeman, with all his virtues and all his faults, takes over. No custard-pie predicament devised by and for the Keystone Cops, in ancient, innocent days, could be more hazardous (or, when you come to think of it, more preposterous) than the duties laid on the New York police in respect of Mr. Khrushchev and his retinue.

Exasperation at the insolence of this large-scale invasion of the United States by the Communist leaders mingles, inevitably, with wry admiration for their cold, phlegmatic courage. They are amongst the most hated men in the world to-day. Many of those who have suffered worst at their hands and survived have rebuilt their broken lives in America. To them these Communist bosses are embodiments of cruelty, oppression and injustice. To Hungarian exiles, for example, what can it be like to be asked to bear, with courtesy and restraint, the presence in America of the loathsome Janos Kadar? Less than four years ago his treachery and double dealing, supported by Russian tanks and artillery, crushed the Budapest uprising. Now this vile creature takes his ease in a New York hotel.

Yet, confronted by this dilemma, what were the U.S. security authorities to do, except take all the precautions they possibly could? Diplomatically the attitude of the President and the State Department was discreet and correct. Far more difficult and far more delicate was the task—and onerous the responsibility—of the police. It was, of course, grossly unfair that they should have to shoulder such a burden. The American police are not notorious for lightness of touch; they do a tough job toughly. This is as true of the secret service branches as of the ordinary uniformed cop. Some innocent people and some important people were in danger doubtless of being pushed around; but if your job is to prevent a despised and hated tyrant from being assassinated you cannot be very kid-gloved.

What about other sections of the American population not directly connected either with trying to kill the Communist leaders or with trying to keep them alive? It was hardly tactful of the State Department to issue a broad and public hint to the television organisations and the newspapers, urging them not to help Mr. Khrushchev and his friends make propaganda. It would have been wiser to take it for granted that editors were capable of making up their own minds, in accordance with what they consider to be the best interests of their country.

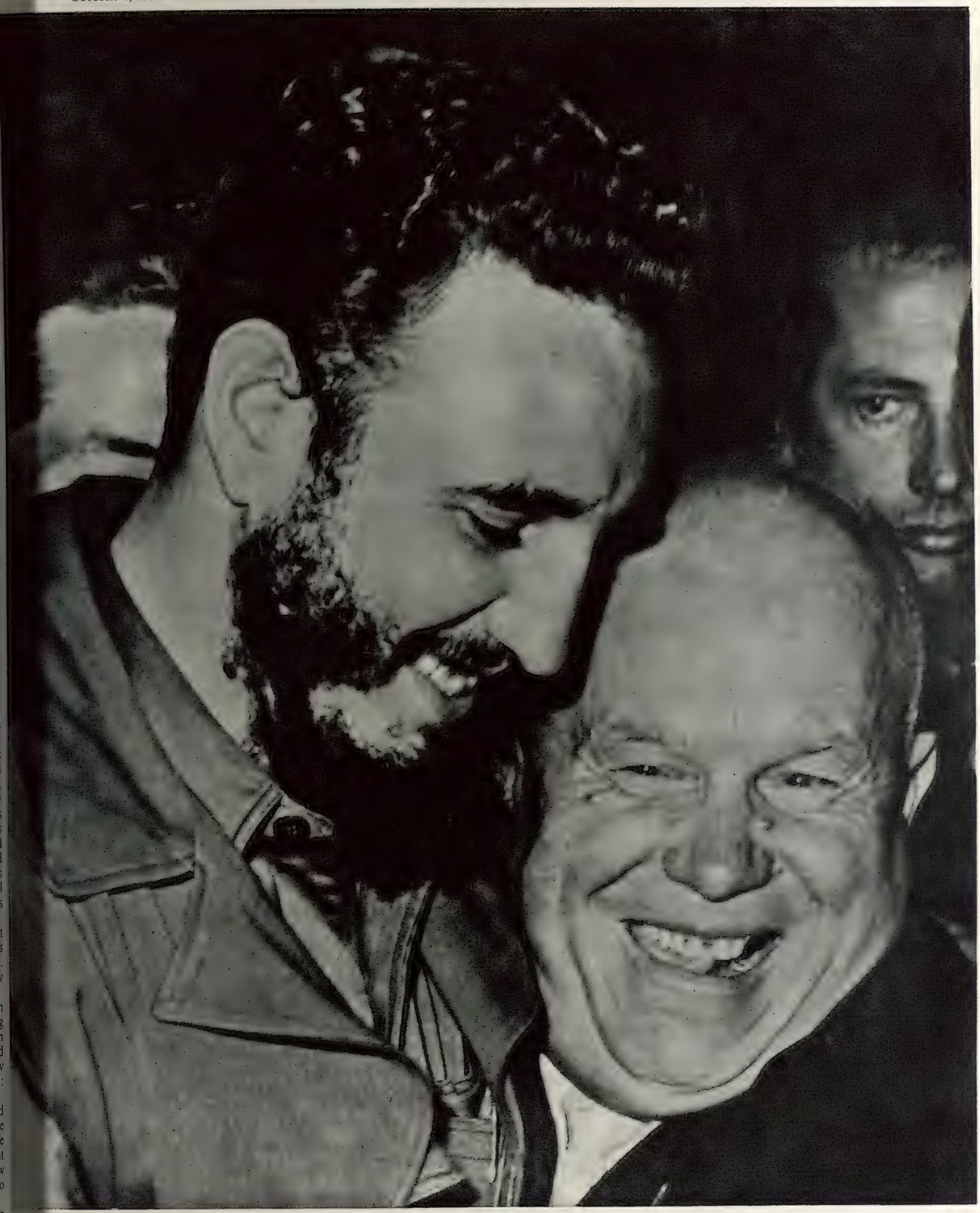
For, we in Britain should do well to remember, the Communist leaders are regarded as dangerous enemies, not merely by recent refugees from Europe but by the American people as a whole. This sentiment is at once much deeper and much more explicit in the United States than it is here. Their President was violently insulted and humiliated by Khrushchev in Paris last May. Their aircraft have been shot down, and their officers imprisoned. Conscious of the rectitude and generosity of their country's foreign policy since the end of the War (many Americans think it has been far too soft), they are aware that the Soviet Union has distorted every motive and every action, and has continuously thwarted and done its best to destroy every American effort to ease tension and bring about a lasting peace. To millions of Americans, Khrushchev's presence in the United States, at such a time and with such a factual and emotional background, could only seem a calculated and outrageous insult.

On the evening of his arrival in New York the British Independent Television News Service had a series of quick, on-the-sidewalk interviews with ordinary American citizens, men and women, of all ages and types. The principal question put to each was: " How do you think Khrushchev ought to be treated, now he is here? "

I heard, I think, three pugnacious answers of the " Punch him in the snoot " variety. All the rest—and nobody approved of his being there—were for courtesy, restraint and civilised behaviour. One woman replied with quaint firmness, " Oh, graciously, of course," but qualified her adverb with the strongest, most sincere dislike of Mr. Khrushchev and his policies. For nearly every one there was an obvious puzzle: " Why does he come here? "

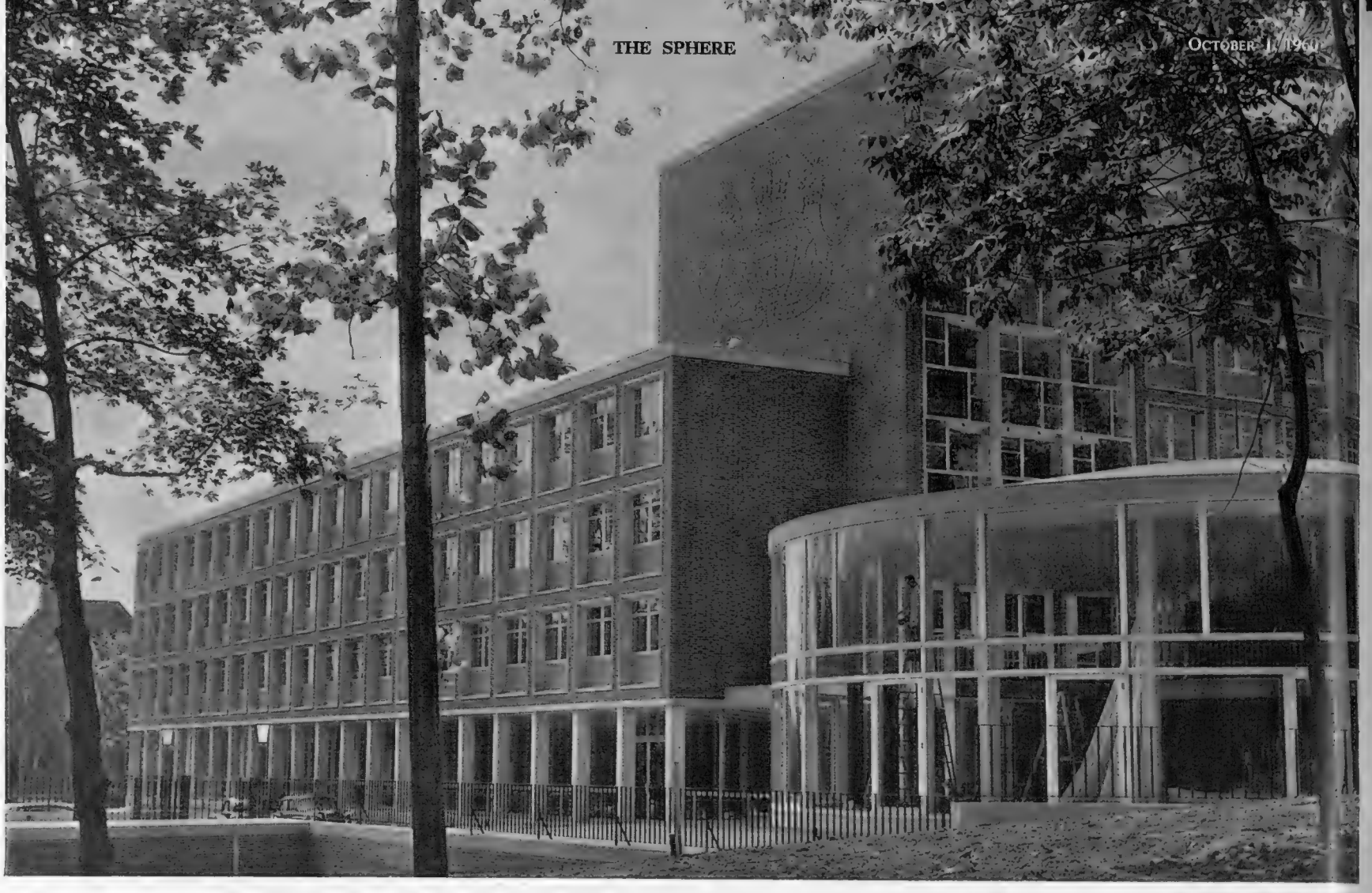
Whatever Khrushchev's motives and those of his associates—and they were, I think, very subtly mixed—they went to New York because they all possess the right of entry to the U.N. headquarters and to the deliberations of the General Assembly. Nobody could keep them out of U.N. headquarters, therefore nobody could keep them out of New York—despite the risks and the difficulties that would be bound to follow their arrival.

One of the difficulties became immediately apparent when the Cuban dictator, Castro, moved in a huff from the hotel allotted to him into an hotel in Harlem, and Khrushchev decided to call on him there. This was the kind of embarrassment against which there can be no insurance while the United Nations headquarters is in New York. But why must it remain there? Can it be established in some genuinely neutral zone, with sovereign status, such as that enjoyed by the Vatican City? Why not an island? Has any nation on its hands an island—with a temperate climate, accessible in all weathers—which it would be willing to lease, on excellent terms, to a reliable tenant? In view of the pickle into which the United States Government has got itself, I don't think this is a frivolous or a far-fetched idea.



Dr. Castro and Mr. Khrushchev embrace in the United Nations Building before the opening of the General Assembly. Earlier the Soviet Prime Minister had paid a surprise visit on the Cuban leader at his hotel in Harlem. During the first days of the Assembly, the two men were constantly in the limelight inside and outside the U.N. building. The problems of the already-overworked police in guarding so many distinguished, and in some cases unwelcome, visitors in New York were increased by rumours of plots to assassinate certain of them. Unperturbed, Mr. Khrushchev appeared in shirt-sleeves on the balcony of the Russian U.N. delegation's headquarters in Park Avenue, and shouted and gesticulated in replying to questions from reporters below, to an accompaniment of booing in the background. He said he was planning to go to Cuba when he had fixed arrangements with Dr. Castro. Russia's friendship for Cuba was emphasised in many of Mr. Khrushchev's utterances and actions during this period. The next stage in the Assembly was the General Debate in which President Eisenhower, President Tito and Mr. Khrushchev were to be the first important speakers

GREETINGS IN NEW YORK



The glass-fronted conference room and other parts of the Chancery of the British Embassy in Washington are seen soon after completion. The cornerstone was laid by the Queen when she visited America in 1957. The new building is to house over 500 members of the Embassy staff; it includes a 40,000-volume library

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2

" MAKE THE MOST OF YOUR HOLIDAYS." M.P.s and Ministers who can afford to enjoy the recess will be wise to make the most of it. For it looks as if there will be heavy exchanges and long sittings when Parliament meets again. We are assured at home that the cost of living is once more bound to rise. And the election cry that we never had it so good will prove more accurate than the rider that we were going to have it better still. The Government has approved the second largest rise in coal prices since nationalisation, and the effect on other nationalised industries will be soon felt and we shall have to pay more for fares, freights, building, cars and all engineering products. Nor is the export position very comfortable. Then, again, the Cold War was in melting mood when the Tories romped in again. To-day it is freezing hard. I can think of nothing more likely to lower the temperature between East and West than the " revelations " by a Russian naval captain who defected to the West. He told the House of Representatives Un-American Activities Committee that Russia has been preparing a lightning nuclear blitz on America since 1955. Mr. K., it seems, can't wait for evolution to turn the U.S. into a Socialist State. He must see it done in his lifetime. Another defecting officer produced the same story of a threatened attack on West Germany. No doubt, a majority of Americans will take these revelations with a pinch of salt. But I shall be surprised if it does not keep the U.S. more than ever on her toes and in jitters and we in Britain shall get our share of the wind. What effect it may have on Labour Defence policy over here is guesswork and perhaps small beer in comparison with more momentous matters likely to engage Parliament in November. What with the tragic harlequinade in the Congo, the meetings of the U.N., the uncertainties at the Berlin barriers, and all our little domestic unpleasantnesses in Britain, I am sure that the autumn session will provide plenty of dramatic possibilities for Parliament and even surprises in the " little general election," and perhaps only the Liberals may feel that the autumn may bring something to their advantage. They, at least, are so comfortably un-committed, so vaguely constructive.

BISHOP IN JOHANNESBURG. Dr. Reeves, the expelled Anglican Bishop of Johannesburg, has said that for the present he remains Bishop of Johannesburg and that his lawyers have advised him that his expulsion was illegal. He said he had no idea of the reasons that led to the Government's decision. But in South Africa even his supporters and many who were shocked by his expulsion have admitted that the Bishop had, especially over the Sharpeville business, been reckless in his allegations of the methods employed by the police. It is one thing to detest apartheid as contrary to the Christian Gospel. It is quite another to bring charges of barbarity against the civil authority without irrefutable proofs. Up to a point any bishop has not only a right but a duty to concern himself with politics which are the vital concern of his flock. If he does not do so, he is accused of remaining out of touch with modern life and the material concerns of his diocese. And there is plenty of work by all accounts for a Bishop of Johannesburg in the realms of social betterment in his diocese. Take " sputnik," for instance. This is a brew very popular in the shades and dives of Jo 'burg. It costs only one-third the price of cheap brandy. It is composed of the " best spirits "—aviation petrol and methylated spirits. No doubt the richer citizens of Jo 'burg—and there are many—prefer cognac, but " sputnik " is the best that very many of the denizens of some of the townships can afford, and they lap it down. The local doctors have warned that the brew can bring dangerous consequences, and I don't think they exaggerate. In fact, the sale of " sputnik " seems to demand more drastic action than a doctor's warning, and here a Bishop in Johannesburg could usefully co-operate with the authorities in matters outside the religious field. Perhaps irrefutable proofs of the composition and wide sale of " sputnik " are no more forthcoming than are some of the Bishop's alleged charges against the police at Sharpeville. But I am very sure that Jo'burg needs a bishop.

A GIFT WITH A CONTINUING REMINDER

You will appreciate how delightful a gift " The Sphere " will make for any occasion with its weekly reminder of the sender. Its weekly pictorial coverage of world news, and its first-class writers, will appeal to the busy man or woman of affairs.

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Mr. Selwyn Lloyd (left centre) opens the Commonwealth Economic Consultative Council at Lancaster House, London. After the two-day meeting last week, it was announced that a special Commonwealth African Assistance Plan had been drawn up to intensify economic aid to Commonwealth countries in Africa, and to provide more technical help

A DISMAL ADVERTISEMENT. Of all the features of television, I find the "interviews" with personalities, whether important or not, the least bearable. And those conducted by Mr. John Freeman in *Face to Face* incite in me the keenest apprehension. These "interviews" are surely turning us into a race of egotists by a method either intensely boring and irritating or aggressive and impertinent. When the subject is some sporting "ace," fresh from a victory in an arena, he can seldom express himself clearly and we are treated to staccato bursts of "I mean," "You know," and such stutterings. When the subject is well educated, his more flowering speech may lead him into contradictions or over-emphasis, thereby prejudicing the search for truth—if that be the avowed object—of an individual's philosophy of life. Gilbert Harding's interview by John Freeman was in sharp contrast to that of Sir Brian Horrocks by Richard Dimbleby. Both subjects were to be commended for their honesty and modesty. The latter was stimulating and cheerful, the former was sustained gloom, if undeniably touching. No doubt there are men who would rather be dead, if they could get over the horrid business of dying. Shakespeare had the same idea in a speech he gave Hamlet. No doubt, there are lonely men, diffident men, disappointed men, frightened men, in every generation of mankind. But the world we live in is full enough of tragedy and misery, and though we are alleged to be wiser or cleverer than our fathers, I am sure that the advice offered by a brave man and philosopher more than a century ago is still valid: "*Consume your own smoke.*" It is best to keep one's personal troubles to oneself. What does it profit humanity to add to the smog, since fog is no clarifier of truth? What useful knowledge do we learn of the characters of individual men in staged short interviews?

THE CARAVANNERS. The habit of living in movable homes or caravans is very widespread in America and rapidly increasing in Britain. But perhaps it is rather early days for a conclusive medical opinion that life in caravans is less safe and healthy for children than life in ordinary homes. Still, such investigations have been going on for several years at a permanent caravan site in Redcar, Yorkshire, and the medical investigator has published his findings in the *B.M.J.* His statistics—covering about thirty children in each grade—revealed that caravan children were more than twice as prone to bronchitis, tonsilitis, catarrh and ear infections and much more prone to acute diarrhœa and skin sepsis. They were, moreover, the victims of nearly twice as many accidents. The children tested were all under fifteen and some of the caravan children tested may have spent no more than a year in that way of life. Still, the doctor's contrasting statistics are impressive and disturbing and reasons obviously must be established, as investigations go on. Inadequate facilities for washing are offered as one cause. Modern caravans are certainly marvels of ingenuity and provide remarkable facilities in hygiene. And permanent caravan sites are nowadays furnished with good water supplies and acceptable drain systems. But I should imagine that lack of living space under cover must be a prime cause of infection and the sudden changes from stuffy heat to cold or damp air outside must account for much of the throat and chest trouble. Again, I should suggest that comparison with gipsy children, inured by generations of experience in caravan life, must be of great importance before final conclusions are reached. The children whose parents have recently taken to this roving way of living have no hereditary powers of resistance to its dangers, and it may be that no fair comparison can be reached until their own children can be tested after gaining the benefit of some hereditary power of resistance and of their parents' experience.

BIRMINGHAM'S LABYRINTH. My holiday in Scotland ended in a "nightmare" experience one morning last week in the streets of Birmingham. We had conceived a plan to entrain with our car at Birmingham by the night train to Edinburgh to avoid the most boring sections of A1. And the antiquated rolling stock carried us up to Edinburgh punctually. We had come in to Birmingham from Stratford-on-Avon easily and quickly. A little 200-yard one-way passage through an area of the city now being reconstructed lets you in easily enough to New Street Station. Getting *away* from New Street to the Stratford road is another matter. Our train from Scotland was two hours late since the antiquated engine could get no further than Crewe. When at last we were in possession of our car, the busy day had begun, and the policeman outside New Street was cynically aware of the difficulties we should face. After delivering his complex instructions, he said "Good luck. I shall expect you back here in half-an-hour for new directions." He was nearly right. Three-quarters-of-an-hour later we were back where we started from asking for new directions! In that time we asked our way from eleven citizens. Every one was intensely kind and took an infinity of trouble. "Turn left over the third traffic lights and then right over the second island and then take the diversion route sign on the left" was the type of instruction they supplied, though each had a route of his own to offer. Every one of them admitted that it was a guessing game and that Birmingham's city sign-posting was a joke in execrable taste. I would gladly offer a prize of £10 to any complete stranger to Birmingham, however intelligent and provided with a companion with notebook and pencil, who can, in the City's present state of reconstruction, win out to Acock's Green from New Street Station within thirty minutes. It remains to record the extraordinary kindness of the citizens of Birmingham and of the railway staff (50 per cent. coloured). But I shall not use that service again until Birmingham has finished its street reconstruction and put up some intelligible direction signs to Coventry, Warwick and Stratford.

THE OLD STAGER

Sir John Hunt, standing at extreme left, with members of his Greenland mountaineering expedition at their base camp on the edge of King Oscar's Fjord. The junior members, aged 17 to 19 and holders of the Duke of Edinburgh's Gold Award, worked with experienced explorers

Right: Sir John wearing a beret, discusses plans of campaign for the first phase of the expedition

Below: Young mountaineers learn the uses of climbing equipment in the Cairngorms in Scotland. They trained there in a special expedition last April as a prelude to going to Greenland with Sir John Hunt in the summer

SCOTLAND TO GREENLAND

During the past summer some twenty ordinary working youths, aged seventeen to nineteen, have taken part in a real adventure in exploration. They were holders of the Duke of Edinburgh's Gold Award and were selected by Sir John Hunt for an ambitious expedition to Scoresby Land in North-East Greenland. Now they are back home again after a highly successful expedition to a range of wild mountains cut up by narrow fjords.

Sir John was anxious to give these juniors a chance to work alongside a highly competent party of explorers and weld them into a team during the term of the expedition. The whole plan was geared to science and mountaineering, and some fine results were achieved, including the ascent of the highest unclimbed peak in the Stauning Alps, the 9,500-ft. Hjornerspitz.

Other achievements were in exploration of hitherto unvisited glaciers in the South Staunings and ascents of mountain-tops there. In some of these ascents the "juniors" took part, but mostly they played the role of supporting troops, assisting the surveyors and helping to establish high camps. Sir John reckoned that the earlier training and high standards set by the Duke of Edinburgh's Award played a big part in the results and happy relationships of the expedition.

The Duke's Award Scheme is designed to give young people a sense of purpose in life. The badge is nothing to the mental and physical stimulus which has proved so valuable to young people who have earned it.

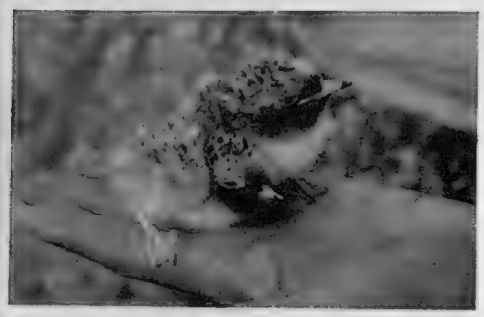
The photograph taken in Scotland this month shows seventeen-year-old boys who are hoping to qualify for the badge by doing an expedition in the Scottish Highlands. This climb was on the Cobbler, a mountain in Argyll. As well as doing some good climbing this party of boys covered over 50 miles with camping kit in wild hill country.

TOM WEIR

Canoeing among the pack-ice in Scoresby La

An exercise in surveying in Greenland

Setting out on a three-day march up a glacier



Two newly-hatched Arctic chicks

t are used in Greenland

On another expedition, in Scotland. Seventeen-year-old boys scale a rock on the Cobbler, a mountain in Argyll. They were hoping to qualify for the Duke of Edinburgh's Award

Scoresby Land, where Sir John Hunt took his Greenland party, is a region of mountains and fjords

THE VOICE OF THE COMMON

The Independence of Nigeria is the theme of these pages this week, with messages of welcome from many parts of the Commonwealth to the new Full Member

From: **Rt. Hon. Duncan Sandys, M.P., Secretary of State for Commonwealth Relations:**

" To-day another African nation, the Federation of Nigeria, goes forward into independence. We in Great Britain extend to the 36,000,000 peoples of this vast new State our congratulations and warm good wishes for the future.

" We are heartened to think that we shall be welcoming Nigeria, with whom our relations have been so close and friendly, as a fellow-member of the Commonwealth. The Federation will have an important role to play in the world, and I know how valuable her contribution will be to the councils of the Commonwealth. I can assure her leaders, as they face the tasks ahead, that they and the peoples of Nigeria will always be able to count on the continued friendship and goodwill of Great Britain."

From: **Alhaji Abdulmaliki, The High Commissioner for the Federation of Nigeria in the United Kingdom:**

" I am indeed very happy to send *The Sphere* a message on the occasion of the Independence of Nigeria. At this time when all eyes are on Africa, it is necessary that the peoples of the world should know more about Nigeria and its people.

" We are entering a new era with confidence but we shall need help and encouragement from our many friends.

" The Government of the Federation of Nigeria have pledged themselves to increase the standard of living of their people; they are determined to see that parliamentary democracy, the rule of law and respect for human dignity are preserved. Towards this end the human and material resources of the country are being systematically and energetically developed and tremendous economic activity generated in the process. Overseas capital and skills are invited on very favourable terms and the security of both assured. A diversified and stable economy is the aim of our Government and active participation by Nigerians as partners in the economic development of the country, the watchword.

" In keeping with the tempo of the age, Nigeria is moving rapidly forward, secure in its democratic institutions and its progressive leadership. As a peace-loving people, we shall do all that lies in our power to maintain peace in Africa and join other countries in the United Nations to bring about peaceful relationship and security among all nations."

CANADA

The Full, or Sovereign Members of the Commonwealth now number eleven. The first to be given independent status from Britain was Canada, under the Act of 1867. *Until to-day, the junior member was Malaya, which achieved independence on August* 31, 1957. *The other Full Members, in their historical order of accession to independence, are: Australia* (1900); *New Zealand* (1907); *The Union of South Africa* (1910); *India* (1947); *Pakistan* (1947); *Ceylon* (1948); *Ghana* (*March* 1957); *and Nigeria* (*October* 1960). *The following is the text of the message from the Rt. Hon. John D. Diefenbaker, the Prime Minister of Canada, to the newly-independent peoples of Nigeria, broadcast to-day* (*October* 1):

" I am happy to extend a few words of welcome to Nigeria as it assumes its new status of full membership in the Commonwealth Association of Sovereign Nations. I assure you that the people of Canada feel a special affinity to Nigerians on this great day of the achievement of independence for, as you know, Canada was the first member of what is now the Commonwealth to demonstrate that both independence and a close association with the Commonwealth can be, and has been, happily maintained.

" Canadians have had, and still face, some of the problems of diversity in national character which you have experienced and which you will probably confront and be confronted with in your role of independence. The diversity of Nigeria into regions of Northern, Eastern and Western Nigeria is perhaps analagous to our division into provinces. The prevalence of many languages, the variety of religions in your country do correspond, although in a more complex and dramatic way with the diversities that have characterised and enhanced the Canadian nation.

" It may well be that the similarity of some of the problems of nation-building will strengthen the bond between us born of mutual admiration for parliamentary institutions, for the common law, and for democratic government.

" I think it is right to say that Nigeria has with astonishing wisdom been able to grasp the inseparability of the twin ideas of independence and responsibility. Your political leaders and your Civil Service are a credit to your nation. We have had already the opportunity to welcome a considerable number of them and I hope that in the years ahead we shall meet many more. One of the most remarkable achievements of Nigeria is, of course, the success with which educational facilities have been brought to the people. As a result of the sincere and intense effort, I am informed that more than 2,250,000 children are now enrolled in primary schools in your country. This is a magnificent achievement.

" May I assure you that Canadians have welcomed the contacts that have already existed between our countries. We feel that Nigerians are our friends and my hope is that the contacts between us will multiply and that our friendship will grow in the years to come. It is with confidence in our increasing friendship and understanding, too, that I now, speaking for all Canadians, welcome you into the Commonwealth Brotherhood of Nations. May prosperity and success be yours always."

MALAYA

Message to the people of Nigeria broadcast to-day (Oct. 1) by the Prime Minister of the Federation of Malaya, Tunku Abdul Rahman Putra Al-Haj:

" I send the warmest greetings now to you, the people of Nigeria, and to your Government from the people and the Government of the Federation of Malaya. We in Malaya know very well indeed from personal experience how happy you must feel to-day. I am sure there is joy and jubilation throughout the three regions of your vast territory.

" And it is very right that this should be so, for there is no greater moment in human experience than the knowledge that at last you are free, masters of your own destiny, a nation in your own right. Your heads will be held high, your eyes sparkling with pride and your hearts gladdened with the new sense of freedom. You will remember this day as the beginning of a new chapter in your history and may it be remembered always as your day of days. We in Malaya have already shared this great experience only three years ago, we feel very close to you to-day. We are with you in spirit in these days of your happiness. We are proud indeed to know that Nigerians have attained their nationhood in the same way as Malayans, in the ways of peace, goodwill and friendship. I am very sorry that it is not possible for me to be with you in person, but to show you the esteem and affection the new Malaya has for the new Nigeria, I have sent my good friend and colleague, our Deputy Prime Minister, Tun Abdul Razak bin Hussein, and a delegation to represent our people and Government at this historic time.

" All Malayans are glad to know that the Federation of Nigeria is now the newest member of that great voluntary association of nations, the Commonwealth, and we give you a hearty welcome to join with us in the service of peace and the cause of humanity. We take a particular interest in this special fact because until to-day Malaya had the distinction of being the newest member of the Commonwealth. Now that honour belongs to you. I have the greatest confidence that Nigeria in her years of true nationhood will have a great role to play not only in the future of the Commonwealth and the world, but in emancipated Africa. As brothers in freedom, Malaya salutes Nigeria.

" I pray that Allah will bless your country with peace and prosperity, achievement and success, and that the relations between Malaya and Nigeria, between your people and mine, will be ' as steadfast as the stars and endure as the word of the Prophet.' "

THE GOVERNOR-GENERAL

Sir James Robertson is the first Governor-General and Commander-in-Chief of Independent Nigeria. He continues in the offices which he has held in the Federation since 1955. On his retirement, in the middle of next month, he will be succeeded by Dr. Azikiwe. Sir James, who will be sixty-one on October 27, has spent much of his career in Africa. He served for many years in Sudan. In 1953-54 he was Chairman of the British Guiana Constitution Commission

WEALTH

AUSTRALIA

". . . an occasion of great importance to Africa, to the Commonwealth and to the world." With these words the Prime Minister of Australia, Mr. Menzies, in a statement to the Australian Parliament in September, welcomed the prospect of an independent Nigeria.

Mr. Menzies said that Australia had great goodwill towards Nigeria and would look forward to developing close relations with its Government and people. Australia would warmly welcome Nigeria into the community of nations and would still more warmly welcome its desire, expressed earlier this year in a unanimous resolution of the Nigerian legislature, to remain a member of the Commonwealth of Nations. The Leader of the Opposition, Mr. Calwell, told the House that his party wished to be associated with the cordial good wishes extended to Nigeria by Mr. Menzies.

Opportunity has been provided in recent years for the development of closer links between Australia and Nigeria. A Nigerian foreign service officer trained with the Department of External Affairs in Canberra in 1958, the Attorney-General's Department was able to provide an *ad hoc* course for two Nigerian legal officers, and an I.L.O. Fellow from Nigeria has visited Australia to study labour relations. Scholarships and fellowships have also been offered to Nigeria under the Australian International Award Scheme and the Commonwealth Scholarship and Fellowship Plan. Under the former scheme, a Nigerian student is studying chemical engineering at the University of Sydney. It can be expected that Australia, which has placed particular emphasis on the extension of technical assistance to Asian countries under the Colombo Plan, will be exploring the possibility of making its educational and training facilities available to meet some of the new needs of independent Nigeria.

Australia will also take a lively and sympathetic interest in the working of the Nigerian constitution, which, like that of Australia, is of a federal type. The Australian Solicitor-General, Sir Kenneth Bailey, took part in a seminar in Lagos last month on the problems of a federal constitution. For inter-Government relationship an Australian mission was opened in Lagos on September 10, in the charge of Mr. Lionel E. Phillips, who has the title of Acting Commissioner. The post will be raised to the status of a High Commission after the proclamation of independence.

Australian representatives at the independence celebrations are the President of the Senate, the Hon. Sir Alister McMullin, and Mr. D. O. Hay, Assistant Secretary of the Australian Department of External Affairs. The Australian Services are represented by the Royal Australian Air Force with a contingent of three Canberra bombers supported by a Hercules transport aircraft.

PAKISTAN

Pakistan rejoices at the emergence of Nigeria as a full-fledged independent sovereign nation and welcomes it as a valued partner into the comity of nations. Between the peoples of Nigeria and Pakistan there has long existed an intangible bond of fraternity and friendship which will be fed and strengthened further by added opportunities which Nigeria's new status will afford. In the past Pakistani visitors in Nigeria, though relatively few, have been received with a warmth and kindness that has been generous indeed. Needless to say that Nigerian visitors in Pakistan would similarly receive the cordiality and warmth that a brother shows to a brother.

Nigerian independence is also an event of major significance for the Commonwealth. That is inherent in the size, resources and potentialities of Nigeria. It is the largest state in Africa in population, has an area of approximately 373,250 sq. miles. It is rich in agricultural and mineral resources; oil has already been discovered in the eastern region. Above all the country is blessed with able and sound leaders who will no doubt make of independence an instrument of progress and advancement in all fields.

Pakistan shares many of Nigeria's problems. But having embarked a little earlier on the road on which Nigeria is setting out now, it is just a little better off than Nigeria in respect of trained men in certain technical fields. More as a token of friendship and fraternal interest than anything else, Pakistan is willing to share these with Nigeria. It is hoped that some Pakistani technicians will have an opportunity of working in Nigeria and sharing in the exhilaration of their Nigerian brethren over their attainment of sovereignty. These could be no more than a mere handful, but would be an important symbol. They would also be invaluable in bringing about a feeling of nearness between the peoples of Nigeria and Pakistan.

On the auspicious occasion which Nigeria is celebrating the people of Pakistan feel very much with the people of Nigeria in thought and spirit, and wish them true happiness and progress.

In future the items in "The Voice of the Commonwealth" will include regular contributions from the Federation of Nigeria

Alhaji Abdulmaliki (centre), who becomes High Commissioner for Nigeria in Britain to-day (October 1), is seen in London with Malam Abba Jiddum Gana (left), Northern Nigerian Commissioner, and Chief Toye Coker, Western Nigerian Commissioner. Before Independence Alhaji Abdulmaliki was Federal Commissioner in London

Left: The Nigerian High Commissioner's wife arrives in London from Lagos with their two children, Mohammed Muftau and Beriksu

Below: Mrs. Achari, wife of the Commissioner for the Eastern Nigerian Region, and her husband pose with a nurse holding their ten-day-old daughter before leaving the hospital in London in which the child was born

NIGERIA

This special section is introduced by a survey of the country's evolution to independence by Sir John Macpherson, Permanent Under-Secretary of State for the Colonies, 1956–59; Governor of Nigeria, 1948–54; Governor-General of the Federation of Nigeria, 1954–55

Sir John Macpherson, G.C.M.G.

The objective of British Colonial policy is to guide and assist the Colonial territories towards self-government or independence within the Commonwealth. In the case of the Federation of Nigeria this objective is achieved to-day (October 1). The Government and people of Nigeria expressed a strong and unanimous wish to remain within the Commonwealth, and the present sovereign and equal members of the Commonwealth have warmly welcomed into their midst the latest full member of the Commonwealth family.

Nigeria, like other parts of West Africa, has had contact with Europe and Europeans for centuries, but it was only in 1900 that the whole of what is now Nigeria came under British control. So the objective has been achieved in sixty years. How effective has our Colonial policy been in Nigeria? Have the British and the Nigerians jointly used this period in such a way as to give good hope that this new nation—with its 35,000,000 people by far the most populous country in Africa—will be able to sustain independence with reasonable standards of government?

One way of trying to answer these questions would be to postulate certain criteria by which the final transfer of power to a Dependent territory can be justified, and then to examine whether Nigeria fulfils these. I suggest that, given time and with an early enough start, affirmative answers might be required to the following questions:

(i) Is there a government acceptable to the people, which can maintain law and order? And is there a reasonable chance that the system of parliamentary democracy copied from Britain will survive in its essentials, though perhaps with some modifications to suit local circumstances, after British authority has been withdrawn?

(ii) Is the territory economically self-reliant (not self-sufficient), and do its people have the prospect of a fair standard of living in an expanding economy?

(iii) Is there an efficient and impartial Civil Service, willing to serve whatever government is in power?

(iv) Has education developed widely enough—education which produces not only the few accomplished leaders at the top, not only the professional people and the technicians for industry and agriculture, but which also produces a reasonably enlightened electorate, able to choose their leaders wisely and judge them shrewdly?

(v) Lastly—and perhaps most important of all—is there a feeling of nationhood, the willingness and ability to live harmoniously together after the withdrawal of British authority?

Those who know the territory best have no doubt that Nigeria passes this examination with high marks.

The Queen greets guests from Nigeria at a Garden Party at Buckingham Palace

Our first question related to the form of government, its acceptability and its authority. Nigerians have been practising parliamentary democracy, on the Westminster model, for a long time. Almost immediately after the annexation of Lagos in 1861, an action which we judged necessary if our efforts finally to stamp out the slave trade were to be successful, a Legislative Council was established for the Colony of Lagos. It was advisory to the Governor, and was composed of official and nominated members. In 1922, eight years after the two separate administrations of Northern and Southern Nigeria were joined together to form the Colony and Protectorate of Nigeria, this legislature was expanded and legislated for the whole of the southern part of the territory. It had an official majority, but there were nineteen unofficial members, ten of whom were Nigerians. And of these four were elected—the first African-elected legislators anywhere in British Tropical Africa.

The next advance was the Constitution of 1946, under which Northern Nigeria was for the first time effectively represented in Nigeria-wide legislature. And African majorities were established in the central Legislative Council, and in the newly created Regional Houses of Assembly, which had very limited powers.

The Constitution of 1951, hammered out by Nigerians in countrywide consultations, marked a further advance, notably in the introduction of the Ministerial system. The franchise was greatly widened, the only qualifications being age and payment of tax. This Constitution started on January 1, 1952 with high hopes, but broke down in less than eighteen months. A critical situation was resolved by the statesmanship and spirit of compromise displayed by Nigerian delegates in conference with the U.K. Government. The result was the introduction, in October, 1954, of a Federal form of Constitution, and it is this Constitution which is broadly still in force. There are bicameral legislatures for the Federation and for each of the three Regions, and the lower houses are elected by secret ballot under what is virtually universal adult suffrage (male suffrage in the Northern Region).

There is thus no doubt that Nigeria has a government acceptable to the people. Can it maintain law and order? There is an efficient and impartial Judicial system (with Nigerian and British Chief Justices and Judges), entirely independent of the executive. There is a well-trained and well-disciplined Federal Police Force (with Nigerian and British officers)

(*Continued on page 22*)

Viscount Head of Throope is the U.K. High Commissioner to Nigeria

Dr. Nnamdi Azikiwe will succeed Sir James Robertson as Governor-General of Nigeria on November 15

The building of the Production Board in Ibadan, the capital of Western Nigeria, is of modern design

Right : The Protestant Church at University College, Ibadan, which was opened in 1948

Below : This group of native houses is in Kano, the ancient city in Northern Nigeria

Basins and vividly-coloured tin trunks are displayed for sale in Port Harcourt

A large village on a bank of the River Ogun, near Lagos, the capital of the Federation of Nigeria

NIGERIA

(*Continued from page 20*)

and a small but very efficient Army (again with both British and Nigerian officers, including Nigerian majors) with a proud record in war and peace. There need be no fear that law and order will not be maintained.

The second question related to the economy of the country. Nigeria is still mainly an agricultural country, which not only feeds itself but also produces large quantities of varied cash crops for export, under a very efficient system of marketing boards which have built up large reserves to help to maintain stable prices for the peasant farmers and for research and development. In the ten years from 1947 the value of exports (of which agriculture provided almost 90 per cent.) rose from £44,000,000 to £136,000,000. There is a good spread of minerals—tin, columbite, iron ore, coal and, recently, oil. The basic services —road and rail transport, ports, electric power —are provided by Government or by Corporations created by the Governments. The capital investment programme of the Government and the Corporations for the five years from 1956-57 is estimated to cost more than £300,000,000—and, of course, considerable assistance has been given by the United Kingdom Government in the form of loans and grants under the Colonial Development and Welfare Acts. Although Nigeria is still mainly an agricultural country, industrialisation is proceeding apace, and the Federal and Regional Governments are anxious to attract capital and " know-how " from overseas, particularly from Britain, and offer attractive inducements. Nigeria will continue to need outside assistance for major development, but the economy is buoyant and the national income, though still low by comparison with fully industrialised countries, is steadily rising.

Our third question was about the Civil Service. Since 1948 a very extensive programme of scholarships and training grants has been operated, to hasten the " Nigerianisation " of the Civil Service. There are still considerable numbers of British officers happily and loyally serving the African Governments, and the Nigerian leaders appreciate their services and want them to stay on. But Nigerianisation is proceeding apace, particularly in the Eastern and Western Regions, where the proportion of the senior posts held by Nigerians is now probably 80 per cent.

Question number 4 related to education in its widest sense. Nigerians are passionately keen on education and a very large proportion of the Government revenues is devoted to this service. A very great debt is owed to the Christian Missions by whom for a long time the bulk of the education was provided, with generous grants-in-aid from the governments. In recent years the governments and local authorities have played a much larger part in this field. In the Federal territory of Lagos and in the Eastern and Western Regions, the proportion of children of school age attending school is between 80 and 90 per cent. (Progress in the Northern Region has been slower because Lord Lugard's promise that the Muslim religion would not be interfered with had the result that few missions operated there. But the north is catching up quickly.)

Students at University College, Ibadan

Trenchard Hall is an assembly hall for the students

There are 3,000,000 children in primary schools, and 70,000 in 500 secondary schools. There are scores of teacher training colleges; there are trade centres, technical institutes and a " Polytechnic " (the Regional College of Arts, Science and Technology); and, at the apex, the University College, Ibadan, with a thousand students, in special relationship with the University of London, whose degrees they take. And a second university is being built. As regards the electorate, the people of Nigeria have undergone a very intensive course of enlightenment in the past fifteen years—with successive constitutional revisions, and constant widening of the franchise, changes in the local government system, and vigorous drives in community development and adult education. Political consciousness has grown apace, and some elections have resulted in a change of Government.

Our final question asked whether there was a feeling of nationhood. Nigeria is a British creation and the boundaries were fixed rather arbitrarily, during the period of competition for spheres of influence in Africa. Its population is almost wholly African—there being no white settlement and no considerable immigrant communities of any colour. (And there is no land problem, because from the beginning of the British administration the land has been held for and by the indigenous people, much of it still in communal ownership.) But there are a great many different African races or tribes, and literally hundreds of languages. There *has* been a danger that old tribal enmities, and new jealousies and fears arising therefrom, might lead to a break-up of the country. But the Nigerians have faced this problem with realism and mutual tolerance. Safeguards for minorities have been provided in the Constitution. The feeling of Nigerian nationhood, until recently a tender plant, is constantly growing, and there are strong grounds for confidence that the Federation of Nigeria will remain united and will live up to its motto " Unity and Faith."

This is the story of Nigeria's " graduation " —dare one say " with honours? " The Nigerians are very proud of the fact that they have achieved their goal by constitutional means, without violence, and their relations with this country are warm and friendly. All the indications are that Nigeria will have a steadying influence in Africa and we in this country will watch her progress with deep and affectionate interest, and with vicarious pride.

University College Hospital at Ibadan was built by Richard Costain (West Africa) Ltd. The College is in special relationship with the University of London

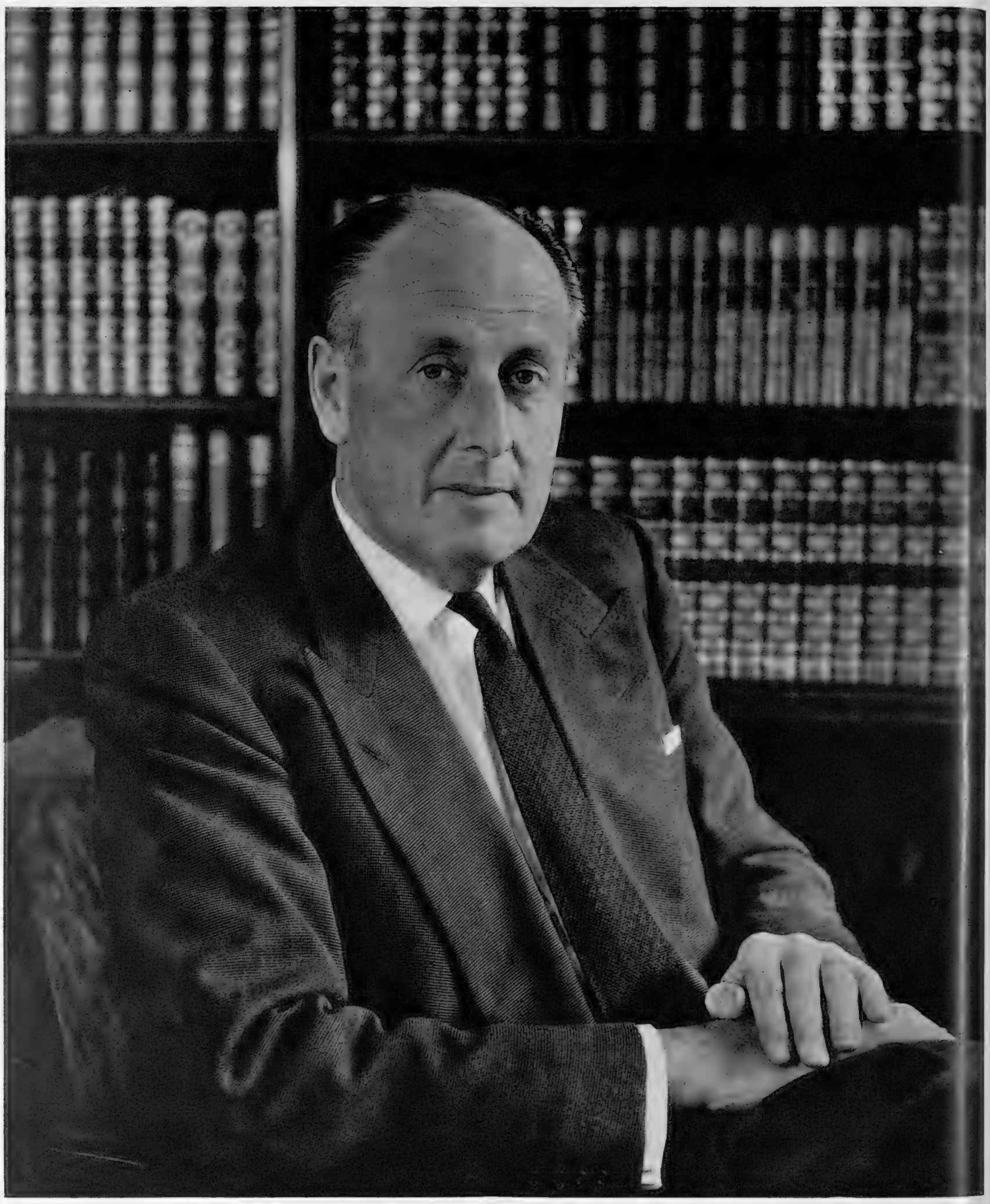
rsity College

Girls in the school in the Emir of Zaria's palace

The control tower tops this building at the important airport at Kano which is often described as "the aviation crossroads of Africa"

Left: Guards on duty at the entrance to the school at the Zaria palace in Northern Nigeria. Each pupil is scrutinised as he or she arrives at the school which is under the control of the Emir of Zaria

The building of the bank of West Africa is in Marina, Lagos, and was opened in 1955. It was built by Taylor Woodrow (Nigeria) Ltd.



LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

John Reiss

Nigeria will soon have a valuable addition to its industrial economy. On December 3, Mr. J. A. E. Reiss, chairman of the Associated Portland Cement Manufacturers Ltd., will open the works of the West African Portland Cement Co. Ltd., at Ewekoro, forty miles north of Lagos. Annual output will be 200,000 tons. The Nigerian enterprise is the twelfth overseas plant in the Portland "Blue Circle" Cement Group, which has also twenty-eight works at home and is the largest cement manufacturing group in the world. Mr. Reiss directs an organisation which is furthering the development of many parts of the Commonwealth. Its associated companies include the Commonwealth Portland Cement Co. Ltd., in Australia; Malayan Cement Ltd.; the Golden Bay Cement Co. Ltd., at Tarakohe, in New Zealand, where a new kiln was brought into operation last October; White's South African Portland Cement Co. Ltd.; Ocean Cement and Supplies Ltd., in Vancouver, with its subsidiary British Columbia Cement Ltd.; the East African Portland Cement Co. Ltd., in Kenya and the Salisbury Portland Cement Co. Ltd., in Rhodesia. Exploratory work is being undertaken in Ghana and Northern Nigeria. John Anthony Ewart Reiss was born on April 8, 1909. He was educated at Eton and abroad, and after five years in cotton, banking and insurance joined Associated Portland Cement Manufacturers in 1934. He became a director in 1947, managing director in 1950 and chairman in 1957. He was awarded the British Empire Medal in 1941. Outside his work his interests are shooting, playing cricket and horse- and pony-breeding. Mr. Reiss still captains his Head Office Cricket XI and, at the age of fifty-one, is probably the oldest chairman playing regularly at week-ends

NIGERIA'S ECONOMIC POTENTIAL

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

In 1851, when the famous German explorer Heinrich Barth, working for the British Government, visited the city of Kano, in Northern Nigeria, he reckoned that the city was exporting about £30,000 worth of calico woven by the local textile industry, along with about 10,000,000 pairs of sandals. Calico is still being woven in Kano in much the same way as it was then (and still dyed with indigo, which is now virtually unknown in the textile industries of industrialised countries); the leather miscalled "Morocco," because it used to be traded with Europe via the camel trains to North Africa, is still produced in the Sokoto area of the region. But to-day Kano also contains mechanised textile mills, factories producing rubber and plastic shoes, a soap factory, and plants producing confectionery and canned food, building materials and metal furniture. In the vast Kano market it is still possible to buy almost anything; but the city has also recently completed a new 160-acre trading estate to attract new industry, offering plots with water, electricity, and railway sidings for each new factory.

Shortly after the last war, when Royal Dutch-Shell and British Petroleum resumed the search for oil in Nigeria that had been begun by the D'Arcy Exploration Company in 1937, one village employed a powerful witch-doctor to put a juju on the land where survey operations were planned, so that it could not attract any local labour. The company countered this by employing a more powerful witch-doctor who put what we should call a blessing upon the area; with this version of fringe benefits, there was no difficulty in getting labour. Yet to-day, when the Shell-BP Petroleum Development Company of Nigeria is building up a successful export business in oil from Nigeria, it has found it a good deal easier to recruit and train young educated Nigerians for the "regionalisation" of its staff jobs than its personnel experts had guessed would prove possible.

This constantly incongruous mixture of traditional and ultra-modern culture and technology is one of the fascinations of all the African and Asian states emerging into nationhood in our time for the European observer who has the common sense to accept it. (Does an African lift an eyebrow when we pour a libation and ask a blessing on each super-tanker that we launch ?) Nowhere is it more present than in Nigeria.

For this nation, now emerging into federal independence, would display the diversity of sheer size even if the European impact upon it had never taken place. In its sweep of 373,250 square miles, four times the size of the United Kingdom, there are many tribes and some fifty languages making up its three distinct regions of the North, East and West. There are also probably about 35-36,000,000 Nigerians; 15 per cent. of the whole population of Africa, including Egypt, and in eighteen months, with an annual increase in the birth-rate of roughly 2 per cent., there will be about a million more. As it takes its place among the newly independent states of Black Africa, that place can hardly avoid being a leading one—particularly as everyone concerned, European and African, seems firmly confident that it can assume its own responsibilities without the least danger of any such *débâcle* as has marked the birth-pangs of an independent republic in the Congo.

Elsewhere in this issue Sir John Macpherson has outlined the political and administrative prerequisites of nationhood for a formerly dependent African territory and shown that Nigeria can be said to satisfy these. Economically, this is a nation exerting the strength but also bearing the burdens of size. Its national income, reckoned by the rough methods inevitable in any country where much of what is produced is consumed then and there by its people without ever passing through any channel of recorded trade, was put at £812,000,000 in 1956-57, the last completed survey; it appeared to have been increasing since 1950-51 at a rate of about 4 per cent. per annum. This is one of the largest national incomes of any territory in Africa outside South Africa; but it has also to be divided among the largest population.

So in wealth per head it does not make quite as impressive a showing : even so, the income per head recorded for 1956-57, some £25-29 per person, against £124 per head for the Union of South Africa and £56 per head for Ghana, exceeds the figure of £26 per head for Kenya, £20 for Uganda, and, outside Africa, only about £20 per head for India and Pakistan.

For Nigeria, as for most underdeveloped nations emerging into independence, the basic economic problem is one of lessening dependence upon exports of primary produce by the development of internal industry as well as the improvement of agriculture and basic services. This has never been a territory "exploited by the foreign capitalist" (economically, as well as politically, it is here a rather sharp contrast with the Congo, which until so recently claimed superiority to most of Africa in "giving Africans technical jobs instead of votes"); during the whole fifty years of British administration the land was held by the Government in trust

(*Continued on following pages*)

Sacks of groundnuts stacked in pyramids outside Kano, Northern Nigeria

In the Eastern Region road widening is in progress between Owerri and Onitsha. In the country as a whole, about 35,000 miles of roadway have been constructed

Linking Nigeria with Central Africa is the Cross River Bridge, which carries the principal highway. The bridge was constructed by Dorman, Long and Co., Ltd.

On the sketch map the numerals show the industries of Nigeria. The symbols indicate natural resources. On the east, Nigeria's frontiers run with the Trustee Territory of the British Cameroons, at present administered by the Nigerian authorities. A plebiscite is to be held in the British Cameroons to decide its future next year

NIGERIA'S ECONOMIC POTENTIAL

(*Continued from previous page*)

for the African inhabitants. That form of economic trusteeship, combined with the tradition of indirect rule, tends to adapt rather than to replace existing patterns; it may make for somewhat slower economic growth than development by big foreign business. In Nigeria, this role has been played largely by enlightened planning upon the part of the administration and semi-state bodies, though of late private capital from abroad has also played a fertilising role in the economy.

Agriculture accounts for at least half of Nigeria's national product and occupies the majority of the male working population. Four-fifths of its output (reckoned in the 1956-57 survey as worth just under £350,000,000) goes to feed the population—comparatively well in the region north of the Niger and Benue rivers, which grows surpluses for sale, but less satisfactorily to the south, where the diet of root crops is inadequate in quantity and food content, though output is keeping pace with the rise in population. The introduction of better farming methods than the matchet and the hoe, such as fertilisers and insecticides, and the improvement of storage facilities and transport are easing this problem, but it is a fairly slow business. A good deal depends upon the expansion of the fifth of Nigeria's agricultural output that is devoted to specialised crops for export. Apart from providing 85 per cent. of the country's earnings of foreign exchange, these offer probably the quickest way of increasing the national income and standards of living.

Nigeria is the world's largest exporter of palm kernels and oil, and of groundnuts and is one of the main exporters of cocoa; it also exports cotton lint and seed, rubber, and bananas. These agricultural exports—valued last year at some £121,000,000 out of the country's total exports of £164,000,000—are largely the produce of small-scale farming. Though plantations organised purely for export crops do exist, such as for example the new rubber estate near Calabar recently developed by Dunlop, they still play a relatively minor part in the whole. The production of export crops by a host of small farmers, highly vulnerable to the violent fluctuations that can still characterise prices of primary products such as these natural oils and beverage crops, needs organisation.

In Nigeria, since just after the Second World War, this has been supplied by four marketing boards, now on a regional basis, which buy the produce through buying agents or middlemen and arrange for its shipment and sale overseas through a centralised marketing company. By this centralised trading the boards have been able to stabilise prices, announcing at the beginning of each marketing season what price growers will get for their crops; they maintain reserve funds so that growers are cushioned from wide swings in the world prices outside. The board's influence in improving the crops by strict grading of palm oil, groundnuts and cocoa

has been considerable; economically, they have been of further importance to the country as a whole through their grants and loans for general development.

Nigeria possesses large resources of minerals, so far worked on only a limited scale. From alluvial deposits on the Jos plateau in Northern Nigeria it exports up to 13,000 tons of tin a year (the quantity has lately been controlled by an international tin agreement which has borne relatively severely upon the country's exports). It also produces most of the world's columbite, an ore from which niobium, one of the metals used for alloying in heat-resistant steels is made. This metal, too, has been subject to very severe fluctuations in demand, with booms in wartime and during 1952-1955, when the American Government paid exceptionally high prices for the metal for stockpiling.

This is one of the few countries in West Africa that produces coal—enough for internal needs with a small quantity for export; but here as elsewhere in the world coal is facing severe competition through consumers' preference of more convenient forms of power. Now, however, Nigeria has oil of its own. The search began well over twenty-three years ago; it was not until the end of 1955 that oil was found in commercial quantities at Oloibiri in the Niger Delta and later at Afam near Port Harcourt. Shell-BP of Nigeria laid pipelines from these two locations to Port Harcourt and loaded its first tanker in early 1958; when further discoveries of oil were made in the vicinity it began to build a new oil terminal on Bonny Island which should be completed this year. This should enable the rate of shipment to be doubled to, say, 1,500,000 tons a year. The possibility of building a Nigerian refinery is now under discussion, and a number of other applications have now been received for oil exploration in the "continental shelf" off the coast. In 1959, Stewarts and Lloyds provided pipe for the oil industry in Nigeria to a value of over £800,000.

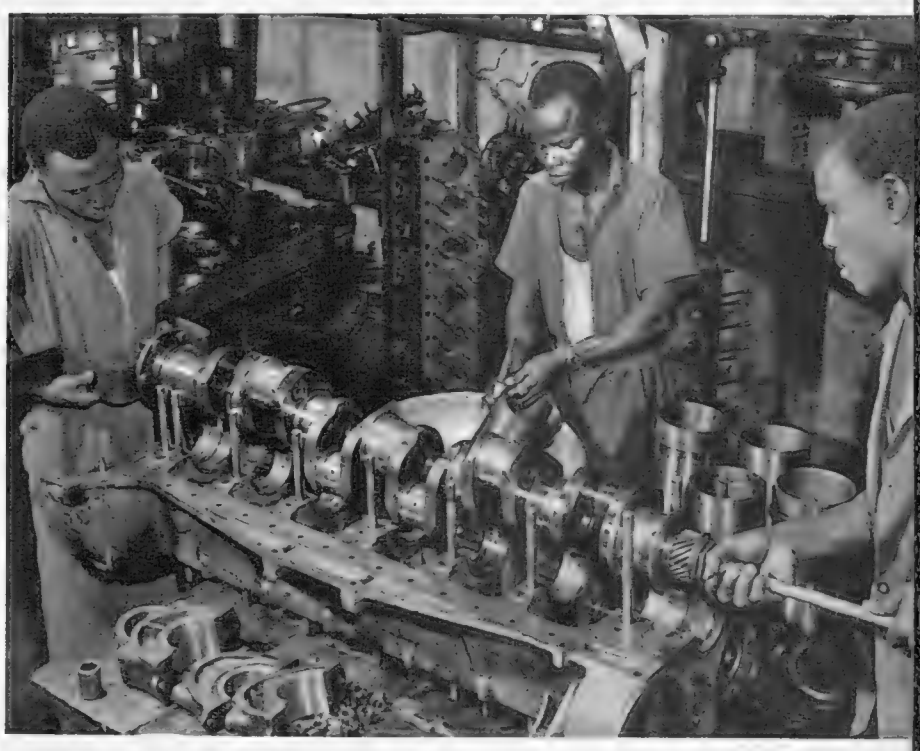
Some of the natural gas discovered during the process of oil exploration is destined to be used in a special gas turbine power station of the Electricity Corporation of Nigeria. The supply network at present depends on coal-based power; investigations are also being made into hydro-electrical potential, with plans for a series of dams on the Niger and Benue rivers and their tributaries which might eventually offer a capacity of some 2,000 megawatts (for an investment of £163,000,000). The corporation has in hand also a very substantial programme of reconstruction and extension of generating stations and main transmission lines; it has begun a programme of electricity supply for twenty-seven smaller towns by bulk transmission or by self-contained generating plant. A major proportion of the equipment is being supplied by British firms.

Other basic services are being developed under the country's public investment programme (largely on the lines of a report produced at the end of 1954 by a mission from the World Bank). Between 1955 and 1959 the federal and regional governments spent some £163,000,000 on various major projects; £81,000,000 more was authorised for 1959-60; and during the next two years plans exist for another £95,000,000 to be invested. More than a third will go on transport of one kind and another—some £54,000,000 on developing the road network, £45,000,000 on re-equipping the railways with diesel electric locomotives built by English Electric and new rolling stock supplied by Vickers, and the remainder on improving the country's waterways and harbours. British contractors have played a big part here as in other Nigerian construction. Taylor Woodrow is responsible for the improvement of facilities at Port Harcourt, while Costain has doubled berthing capacity at Lagos by the reconstruction of Apapa wharf, and is building a six-mile breakwater at the Escravos River to give access to smaller ports in the Bight of Benin. The country has recently formed its own national shipping line, owned jointly by the Government and the Elder Dempster and Palm Line shipping companies. More than £4,600,000 is being spent during the seven-year programme on postal services and telecommunications: since 1953, Nigeria has been served by a radio-telephone trunk system of very high frequency stations using multi-channel equipment to carry many conversations at once, and this year a microwave link was opened between Lagos and Ibadan.

Even though technical development in Nigeria has been focused so far mainly on the provision of basic public services and the improvement of the country's basic agriculture and forestry, in the past decade industrial development has been proceeding quite rapidly. More than a hundred "pioneer mills" have been set up, mostly in the Eastern Region, for the processing of palm kernels by more efficient methods; a margarine factory supplies the whole of the country's needs; and there are five factories producing soap. A very large modern textile plant at Kaduna produces millions of yards of cloth every year; there are cigarette factories at Ibadan, Port Harcourt and Lagos. A cement factory near Enugu in the Eastern Region, which came into production in 1958, is now to have its capacity doubled; another is being built near Abeokuta in the Western Region. Other British firms serving the building boom are now beginning to manufacture there: Williams and Williams this year opened a factory in Port Harcourt to make metal windows.

Any primary producing country that is now taking over the huge task of pulling itself up by its own bootstraps does well to begin with a sensible attitude towards attracting foreign capital; and the three governments of the new federation have gone on record with a statement welcoming the foreign investor, either directly or in partnership with Nigerian public or private enterprise, and offering various kinds of tax concessions and incentives to foster the introduction of new industry. The great natural resources of this country, not least among which is its expanding and lively population, offer considerable opportunities for the foreign investor to profit by and help in the development of Africa's newest independent nation.

Africans at work in the sluice boxes, where the mineral is separated from the sand, at the tin mine of the Amalgamated Tin Mines of Nigeria, on the Jos Plateau, N. Nigeria



Nigerian motor mechanics are in the workshops of the Karouni Co. Ltd., in the Northern Region. This company operates a large fleet of vehicles to transport Shell products from the installation at Kano to many distant distribution points

Wearing masks and goggles to protect them from the fine cotton lint, Nigerian employees fork over processed cotton from the ginning room. They are working at the British Cotton Growers' Association's ginnery at Zaria (Northern Region)

At Port Harcourt, the major Eastern Nigerian railhead and seaport, where £4,000,000 have been spent on wharf extensions, the wharf wall is seen near completion. The work has been carried out by Taylor Woodrow (Nigeria) Ltd. to the design of Coode and Partners, the consulting engineers. The improvements to the Port are to be officially inaugurated by Princess Alexandra of Kent on October 10

At the Ina Cocoa Station, one of two experimental farms in the Western Region, the cocoa plants are being sprayed against Capsid bugs. Cocoa is Nigeria's second most important crop; the country ranks third among world producers of cocoa

NIGERIA

At a mill on the Ijebu Plantations, in Nigeria's Western Region, palm oil is being processed

A tractor and disc harrow in use at Moor plantation, a Government experimental station near the Western Region capital of Ibadan

Ripe cocoa pods are being despatched from the Ina Cocoa Station (Western Region) to a Government nursery for the production of seedlings. These will be distributed to farmers later during the planting season

Brooke Marine Limited delivered to the Nigerian Ports Authority earlier this year, the buoyage and survey vessel *Bode Thomas*. The gantry at the bow can take a 30-ton load

The fine, modern building of the United Africa Company at Kano, in the Northern Region

BY SEA AND AIR TO NIGERIA

Hotel accommodation and other advice for the traveller

You can go by sea to Nigeria from either Liverpool or London. Elder Dempster Lines have a twice-monthly service from Liverpool to Lagos, and a monthly service from London to Lagos. Three classes are carried, first, cabin and third. The fare, first class, for a single cabin with bathroom from Liverpool to Lagos is £130. The fare for a single-berth cabin on the London service is £104. Sometimes you can arrange for the sole occupancy of a two-berth cabin by payment of a supplement.

The same line also has a regular cargo service to Port Harcourt as well as Lagos. There are frequent sailings from the United Kingdom, the fare, of course, being much cheaper. A single-berth cabin, first class, with bathroom and toilet to Port Harcourt costs £91. The cheapest fare is third-class in a four-berth cabin—£49 to Lagos. You can also travel by the Holland West Africa Line, which has a service of cargo vessels sailing once or twice each month. Fares range from £85 to £90. It is also possible to book with the Palm Line.

There are two air routes to Nigeria. The West Africa service of B.O.A.C./West African Airways, which calls at Kano and Lagos. Britannia aircraft are used, and the time taken to Kano from London Airport is 12¼ hours. You can also fly to Kano on the B.O.A.C. South African Service travelling in a DC-7B, which soon will be a Boeing 707. The time taken is about the same, and on both routes the journey takes place overnight, leaving at four or five in the afternoon and arriving in Nigeria in time for breakfast.

Fares by air from London to Lagos are £187 4s. tourist return, and £284 8s. first-class return. Air fares to Kano from London are £165 12s. tourist return, £250 4s. first-class return. There are many local air services in Nigeria run by Nigerian Airways connecting the principal towns, like Ibadan, Kaduna, Jos and Port Harcourt.

In Nigeria there are good railway train services, with restaurant and sleeping cars, operating between the principal towns; for example, two main line trains a week between Kano and Lagos. The journey of 700 miles takes thirty-three hours.

Hotel accommodation in Nigeria is improving, but it is, as yet, far short of the demand. Visitors should book their rooms well in advance and make certain that they have confirmation, in writing, from either travel agent or hotel.

In Kano, apart from the small airport hotel which is three and a half miles from the town, and is mainly used for transit passengers, the Central is the principal hotel. There are nearly 150 air-conditioned rooms, and it can be considered to be a superior second-class establishment, charging three guineas a day inclusive, or with bathroom four guineas. Accommodation is difficult to obtain here. Last year this hotel was honoured by catering for Royal visitors.

At Lagos there is more choice. There are five hotels in all, and of those the Mainland, the Ikoyi and the Ikeja Arms should be specially mentioned. The last-named lies twelve miles outside Lagos. It is an ordinary second-class hotel, but there is a swimming-pool, and one can dance. The charge per day is £5 all-in. The Ikoyi Guest House, as it is called, is situated in the Ikoyi district and not on the island of Lagos. It is a well-equipped hotel, and not a guest-house in the ordinary sense of the word. The inclusive charge per day for a room with bath is £3 14s. The Mainland Hotel is strikingly modern, situated on the mainland in the district of Ebute Metta in Denton Road, facing the Lagoon. The charge per day there is four guineas.

Although a British subject is not required to hold a visa, he will have to obtain a visiting pass on arrival. This is valid for a period of up to three months, the holder not being able to take up employment, or to establish a business in Nigeria during that time, without special permission.

The currency is tied up with sterling, consisting of the usual £5, £1 and 10s. notes and also 5s. notes. Coins are shillings and pence. English pound notes are not legal tender.

Chauffeur-driven or self-drive cars are easily obtainable in the principal towns. For a visitor a car is essential. Basic rates are £3 to £3 15s. a day, and there is no reduction for self-drive cars.

W. D. C. C.

TRAVEL

ART TOWNS OF HOLLAND

By **GORDON COOPER**

I love Holland and everything Dutch. One of the minor joys of travel is to make the overnight journey between Harwich and the Hook of Holland—the best of the cross-Channel services run by British Railways, and most comfortable—and to land by the pale light of dawn on Dutch soil, where everything seems so fresh and good: not least your first cup of Dutch coffee, the best in all Europe, followed by a Dutch cigar. Then, as the train slides across the polder landscape, past spotlessly clean villages, I have a feeling of great contentment and happiness. For I am in a land where everything delights me. Incidentally, when time is short I take the excellent and convenient air service of Channel Air Bridge from Southend.

Where to go? I have spent rewarding week-ends in many of the minor Dutch art towns, such as Delft, Leyden, Middelburg, Naarden, Leeuwarden, or even in one of the so-called " dead cities " of Hoorn, Enkhuisen, and Veere. All these places offer art joys, and if I had to give a special recommendation I think it would be Delft.

I suggest, on arrival in Delft, that you take a stroll by the canal called Oude Delft, admiring its pretty little low bridges and the stately procession of old houses. At the canal's edge is the thirteenth-century Oude Kerk, whose tower leans like that at Pisa. Nearby is the Prinsenhof, where you can see the marks of the hired assassin's bullets which struck down the Prince of Orange. You will also find in this building an interesting historical museum, while from some of the upstairs windows there are delightful views over roofs, and of the canal and Oude Kerk.

There are other interesting museums in Delft, such as the Lambert van Meerten and the Paul Tetar van Elven, but I take you now to the great Market Place, with its statue of Grotius, who was born in the town. He must have been a genius, for he was practising as a lawyer in The Hague at the age of sixteen. At the far end of this square is the Nieuwe Kerk, the resting-place of both Grotius and William the Silent. Like all Dutch churches, you must pay to go in—an irritation. But the sight of sights is just to stroll around, discovering your own especial corners. Listen, too, for the chiming of the church bells, which peal not only every hour but each half and quarter—a disturbing sound, perhaps, when you are trying to get to sleep.

What I have said about Delft applies also in a general way to the other minor art towns. In each of them you will find a helpful English-speaking information office, known as the " V.V.V." (pronounced *Vay-vay-vay*), who will provide you with street plans (the first thing to get whenever you arrive in a strange town) and informative brochures. You may also find my own little book, *A Fortnight in Holland* (P. Marshall. 5s.), helpful.

While Leeuwarden, the capital of Friesland, may be rather far away for a week-end visit, it appeals to me very much. It is the centre of the cattle trade for the most famous of milk breeds, also for the Frisian horse, a fine animal. The Frisian Museum, nobly housed, contains valuable collections. Then, from the town many interesting excursions can be made either by car, bus, canal, or, emulating the Dutch, on a cycle; the whole countryside is perfectly flat. Twelve miles away is the former university town of Franeker, whose town hall is a lovely building, and there are many other medieval buildings. There is also the remarkable Planetarium of Eisa Eisinga, a mathematician and wool-comber, who constructed it alone in his back parlour. At Marsum (three miles from Leeuwarden) is a fine sixteenth-century manor house; at Dokkum, a walled town, the marriage room in the Town Hall is magnificent; at Bolsward there is a superb Renaissance Town Hall; the Sint Geertruide Church, at Workum, is one of the finest church buildings in Friesland; and Sloten is a delectable little medieval walled town with a waterway, running through its centre, water gates and old bulwarks.

I must briefly mention the major art cities of the Netherlands. Amsterdam, the capital, is a wonderful city. It is a maze of canals and bridges, with delightful canal-side walks to be made. As an art centre it is second to none. I need hardly sing the praises of the Rijksmuseum, one of the outstanding art galleries in Europe, which is especially rich in the great Dutch painters of the seventeenth century. It is a mystery how in a span of less than fifty years (1590-1635) there should have flowered those masters of technique, whose equal has never been seen before or since. And after 1700 the gods had gone, and not until very recently has Holland had any but half-gods.

Lovers of Rembrandt should not fail to visit Rembrandt House containing the Six Collection. Here you can see perhaps the artist's finest picture: the painting of Jan Six drawing on his gloves. There are some forty museums in Amsterdam, so that many hours can be well-spent. An amusing place for a drink is the ancient de Silveren Spiegel (Silver Mirror), and it was here I bought in a next-door tobacconist the best of Dutch cigars: a brand called " Agio." Another interesting place for a drink is the Wijnand Fockink, where you should order *Half-en-Halfje*, with a special ceremony regarding its drinking: you must bow down and take the first sip without lifting the glass. A typical place in which to eat is De Groene Lanteren, with the narrowest shop-front in Amsterdam and whose speciality is *Schuttermaaltijd.*

Close to Amsterdam is Haarlem, which has an outstanding attraction in the Franz Hals Museum, occupying the beautiful Oude Mannenhuis, a former almshouse. It has an unrivalled collection of paintings by this great master. On occasion this gallery is lit by candlelight after dark. Other sights in Haarlem include St. Bavo's Church and the Meat Hall, a masterpiece of Dutch Renaissance architecture. It is delightful, too, to take a meal in one of the restaurants facing the great square.

The Hague has perhaps the most perfectly housed art gallery in Europe in its Mauritshuis. It is worth making a special visit to Holland just to look on Vermeer's " View of Delft " and his " Head of a Young Girl." There are sixteen Rembrandts in the Mauritshuis, including the famous " School of Anatomy," as well as other distinguished paintings.

Finally, you should not miss Rotterdam, an astonishing example of a new art city. There is much to interest you in this important city, not least being its Boymans Museum, with its first-class collection of old and modern paintings from Hieronymus Bosch to Vincent van Gogh, and works by contemporary artists. For a good view over the city, the port and the countryside, take a meal in the restaurant of the Euromast, an observation tower 340 ft. high. And for those who wish to sample *rijsttafel* at its best there is the Tampat Senang in The Hague.

BRIAN VESEY-FITZGERALD

"DICKENS AND HORSE-DUNG"

A hundred years ago Robert Smith Surtees published *Plain or Ringlets?* the last but one of his novels. The last, if you exclude *Young Tom Hall*, which was not finished, was *Mr. Facey Romford's Hounds*, published in 1865. It seems as good an excuse as any for considering Surtees. Not that I need an excuse. I am a Surtees addict, and I think that *Plain or Ringlets?* is one of the best of his novels: inferior to *Mr. Sponge's Sporting Tour*, which is a masterpiece, but much superior to the more famous *Handley Cross*.

I am not a fox-hunting man. The older I get, the less I approve of fox-hunting and, on the whole, I subscribe to the view that the horse is an animal dangerous at both ends and uncomfortable in the middle. It may seem rather surprising that I should enjoy Surtees' novels and read them (or some of them) time and again. Let me add that I read Jane Austen again and again and also the Barchester novels of Trollope. But the fact of the matter is that Surtees was not, contrary to popular belief, simply a novelist of the hunting field (and there are some who would deny him even that stature, regarding him merely as a sporting descriptive writer). He was much, much more than that.

"Come hup ! I say—You ugly Beast." The illustration by John Leech is reproduced from *Handley Cross or Mr. Jorrocks's Hunt*

Surtees was the contemporary of Dickens, Mrs. Gaskell, Thackeray and Trollope, the giants of mid-nineteenth-century English novelists. Compared with them, he is to-day little known. By his contemporaries he was recognised and acclaimed. Thackeray, who ranks among the greatest of English novelists, irrespective of period, envied him his power of characterisation and once said that he would give all he had to have written *Mr. Facey Romford's Hounds*: high praise indeed. And William Morris—surely, the last man one would expect to find reading and enjoying Surtees !—ranked him the equal of Dickens as a master of life and thought that his gift of comic creation was higher than that of Dickens.

I cannot accept Morris' estimation of Surtees' comic gift. You have only to consider Jorrocks. Jorrocks was Surtees' Pickwick. Actually, the idea which blossomed into the *Pickwick Papers*—the original intention was to record the adventures and misadventures of a Sporting Club—was given to Dickens by a series of magazine articles, which later appeared in book form as *Jorrocks's Jaunts and Jollities*. Jorrocks is a contrived, an unreal, character. Pickwick lives in his own right, the child of genius. However, this is beside the point. The point is that Surtees was acclaimed in his day.

Why has not his fame survived as has that of those of his contemporaries who thought so highly of him? It would be true to say that only the hunting novels are read to-day, and those only by hunting fanatics, some of whom know them almost by heart and appear to derive amusement from them. The reason, I feel sure, is that man Jorrocks. Even those who have never read a word of Surtees know Jorrocks by name, know that he was a comic character, and that he had something to do with fox-hunting: and so they have the conviction that Surtees wrote only about fox-hunting and hunting people, that he was some sort of sporting journalist; worse, that he was a funny sporting journalist. And what was funny a hundred years ago is not funny to-day (*vide*, old volumes of *Punch*). So, why bother to read him?

This is a wholly wrong view of Surtees. It is true that he wrote a great deal about fox-hunting: it is true that he was thought funny in his day, that he is not funny to-day. But fox-hunting and fun are the froth on Surtees: blow it away and you are left with a social historian. Kipling described him as "Dickens and horse-dung": and puts him in a nut-shell. It does not mean that Surtees was in the same class as a writer: he was not. His earlier books are too long, sometimes tedious and always formless. Only with *Mr. Sponge* did he achieve form. But he never mastered English grammar. Dickens learnt his craft because, as a reporter, he had to do so. Surtees was under no such compulsion, and did not bother. But, though inferior as a craftsman, as a social historian he is every whit as important as Dickens.

Dickens started life in great poverty and much of his work is coloured by that experience. Trollope was middle-class and, in his Barchester novels especially, he gives us a vivid picture of the social circle of the middle-class and the Church. Surtees was a country squire, a wealthy man, born into the rural aristocracy, and he gives us a vivid picture of that social circle and its hangers-on. He is, of course, a caricaturist (so was Dickens), but unlike Dickens, unlike Thackeray and Trollope, he is never sentimental. And he never moralises. He sees life clearly with a sharp, sardonic eye.

He was born in 1803, into the England of the stage-coach and the Regency "buck." He died in 1864. He lived through the greatest social revolution in our history, with the sole exception of that which has followed the Second World War. So did his contemporary writers, but he is the only one on whom it made a real impact, the only one who really understood what was happening and described it. This was because he was a countryman, the others were townsmen. He was born into a society (a singularly tough society) eighteenth century in thought and habit: at least fifty years behind the urban society of the time. The first journey he made from his home in Co. Durham to London was in a horse-drawn coach and took three days: he lived to see railways everywhere. The impact of this form of travel on rural society was immense. He noticed it all and described —he is particularly good on railways —all the changes brought about in social customs and thought; even the effect on farming.

He was a very observant man and a tough-minded man. He lived in a heavy-eating, hard-drinking world and he did not pretend it was anything else. You will find everybody in Surtees' books: swindlers, crooks, fools, match-making mothers, husband-hunting girls, glamour-pusses, and ladies no better than need demanded. You will find minutely accurate description. If you want to know how the women did their hair, how they dressed, what was eaten, how much was drunk and what; then you will not find a better guide than Surtees. You will soon come to the conclusion that he knew as much about fashionable women as he did about horses. On the whole, he thought horses the less dangerous.

Why read him now? Somebody once said that you could not go into a Law Court or a solicitor's office without finding it full of people out of Dickens. The same is true of Surtees and the countryside; particularly the hunting-field. Kipling (he puts the words into the mouth of one of his characters) learnt to identify his neighbours, one by one, "out of the natural-history books by Mr. Surtees." You still can. The horse has not changed since Surtees' day; nor has human nature.

Whirlwind is the new Holman-designed masthead sloop. She is owned by Mr. R. S. Wilkins, and was very impressive when seen at Cowes and Burnham

Left: The line forms after the starting gun during one of the races in Firefly Week at Herne Bay. About 150 dinghies were competing in the meeting this year

A tangled start during the National Merlin-Rocket Week. A lack, and then a change of wind created the turmoil

GABOR DENES

YACHTING

With the exception of our disappointment over Naples, the 1960 sailing season will be remembered with reasonable satisfaction by most yachtsmen. While our land-bound brothers and sisters have had to put up with an exceptionally bad summer, strangely the weather for sailing has been fair on the whole, with good conditions for most major events. As so often happens, the best parts of the season were the beginning and the end, favouring those who wisely fit out early and lay up late.

Ocean racers were worst hit, with the exception of the Hook Race and the West Mersea-Ostend Race, by lack of wind, and in several races a number of yachts had to give up because the members of the crews could not spare any more time away from their work. Entries were not increased to a great extent for most races, and the lack of foreign entries, particularly from America, was noticeable, as always happens when it is not a Fastnet year.

I am told that the official measurers of the R.O.R.C. had the busiest season, because so many new boats were launched this year. This, however, is not reflected in the number of entries for the races as two-thirds of the boats, although measured and rated, never take part in an ocean race. Competition in R.O.R.C. events is getting stiffer all the time, and this will be increased next season when, as is already known, a large number of entries cross the Atlantic for British waters.

The large dinghy meetings have not attracted so much attention as they did last year, when a certain amount of concern was caused by unmanageably large fleets. The problem of these has been solved in most cases either by limiting the number of entries, or by running heats, or both; or, as was done at the Firefly meeting, by using the "gate" start, which seems to have been a success.

The National Merlin-Rocket meeting in June has produced an unusual protest case, which concerns the helmsman who had a spinnaker on board, larger than allowed by the class rules. At this meeting, to save time and effort, the competitors' boats were not measured, but after every race, the measurements of the first six finishers were checked.

This particular helmsman had used his spinnaker on the first three days. On the fourth day he had no occasion to use a spinnaker. But he came fourth, and it was found then that the spinnaker he had on board was oversize. The sailing committee did not approve of this, although the offending sail had not been used in that race. In accordance with the Racing Rules the case has been referred to the R.Y.A. Council as the proper authority, and the decision is awaited with great interest.

The principal regattas, including Cowes Week, Torbay Fortnight and Burnham Week, have attracted more entries than in previous years in particular of smaller vessels. The participation of the Twelve Metres in the first two of these provided additional colour and interest. Many new boats were seen at these regattas, especially in the smaller cruiser classes. One, not so small, entry which distinguished herself both at Cowes and Burnham was the new Holman-designed 14-ton masthead sloop *Whirlwind*, owned by R. S. Wilkins.

Even the sunniest autumn comes to an end, and, with the exception of the growing number of "frostbiting" dinghy sailors, we shall be spending the next few months restricted to armchair sailing. This period is not as dull nowadays, however, as it used to be. Most of the clubs keep going during the winter with talks and lectures, and in the very depth of the off-season we have the Boat Show to look forward to, where we shall meet sailing friends and talk and dream of the 1961 season.

Looking down the Thames from beside Hungerford rail- and foot-bridge, St. Paul's Cathedral dominates the skyline. Around St. Paul's many new buildings have been erected in recent years on sites of buildings destroyed by bombing during the last war. Among them is the Bank of England building. In front of St. Paul's is Blackfriars Bridge, with its associated railway bridge lying alongside. The white tower in the centre is another prominent landmark. On its sides is a large sign, one of the many on the banks of the river, which are lighted at night. In the foreground is part of the new London headquarters of the Shell International Petroleum Company—due to be completed early in 1962—from the top floor of which these pictures were taken. The main contractors for the work are Sir Robert McAlpine and Sons Ltd.

LONDON

FROM THE TOP OF THE NEW SHELL BUILDING ON THE SOUTH BANK OF THE THAMES

Right: Seen from a height the intricate web of railway lines which converge on Waterloo Station seems even more complicated than from ground level. (The Shell headquarters stand outside the station's main exit gates in York Road.) In centre background is Christ Church in Westminster Bridge Road. The spire is known as Lincoln Tower because the building was erected with the help of American funds. During the war Christ Church was badly damaged. To-day part of the church is incorporated in an office block which stretches back on two sides of Lincoln Tower. The main contractors for the building—reopened earlier this year—were Richard Costain Limited

The new Shell buildings stand on part of the site of the South Bank Exhibition of the 1951 Festival of Britain. Up-river from there is Westminster Bridge, with, at its northern end, the statue of Queen Boadicea in her chariot. Opposite the statue of the first English queen is the Palace of Westminster—with the clock tower which houses the famous bell Big Ben, and the Houses of Parliament. Also in the Palace is St. Stephen's Hall, which has recently been renovated. (Pictures of the Hall after work had been completed were published in last week's issue of *The Sphere*.) Westminster Abbey lies back from the river, partly obscured by Big Ben. In the background at left the four smokestacks of Battersea's large power station can be seen

BOOKS

WAUGH IN AFRICA

A witty travel book; an eighteenth-century London scandal; new novels by Kingsley Amis and John Masters; some exceptional short stories

Mr. Evelyn Waugh's new book has a self-explanatory title, A TOURIST IN AFRICA (Chapman and Hall. 16s.), but because this is Mr. Waugh, the tourist is a notably inspired one and witty as well. (It is a sober reflection that there are very, very few witty travellers and a mort of boring ones.) The opening paragraph in the best *Vile Bodies* style gives the reader an immediate idea of the kind of writing he may expect. " On the third day after Christmas we commemorate the massacre of the Holy Innocents. Few candid fathers, I suppose, can regard that central figure of slate in Breughel's painting in Antwerp without being touched by sympathy. After the holly and sticky sweetmeats, cold steel."

Mr. Waugh had spent some time in Africa working on the biography of " a remarkable but rather low-spirited friend," and, in the winter before last, felt a desire to return to Africa without such preoccupations, and see something of the country for himself. This excellent plan had the merits of by-passing the grimmer months of an English winter and supplying the material of a fresh, observant and unexpectedly benign book which ends with these words of admirable good sense: " I have had a happy two months and I won't let the weekly papers spoil them for me."

Of all the scandals which enlivened eighteenth-century London one of the best-known was the *ménage à trois* of the Duke and Duchess of Devonshire and Lady Elizabeth Foster. An American namesake, Miss Elizabeth Foster, has written informally and chattily of the circumstances which surrounded this odd affair and has documented her book with enthusiastic zeal. I cannot say that it gives the reader any great confidence to find a mis-spelling and a mis-quotation in the first sentence of her study but, such quibbles aside, this is an appropriately spirited account of the period, the setting and the gifted, eccentric, self-indulgent and often beautiful beings who lived and loved then. CHILDREN OF THE MIST (Hutchinson. 25s.) is enormously readable and should be widely successful because it has been written with a fine single-heartedness and that is a quality in a writer which can well out-balance such delicious understatements as Lady Elizabeth's alleged cry: " You are the Duke of Devonshire and I am the daughter of a bishop. We can never hide from the world."

And so to the novels this week which include Mr. Kingsley Amis' fourth, TAKE A GIRL LIKE YOU (Gollancz. 18s.). Now, one of the things to remember in approaching any of this writer's work is that he has had such a success and, in my opinion, so well deserved a success, that one tends to be a little solemn in assessing everything new that he writes. The new book, for instance, is funny and clever and significant and, if possible, should be judged on its sole merits as if it were by an unknown author. I imagine Mr. Amis might be quite grateful for such treatment. As it is, grave estimations will certainly appear and comparisons will be drawn because that, apparently, is all one can do with a comparison. None of this, of course, will alter the fact which the reader will discover for himself, that Mr. Amis is a very good writer indeed with a miraculous sense of humour, an X-ray eye and that untainted appreciation of fact which made the child say that the emperor had no clothes on.

" Miss Read " is the pen name of an author whose previous books have outlined a tranquil country scene and generally concentrated on a village school and a village schoolmistress. She has always written with complete understanding of country ways and children and her new book is all the more welcome because it shows a twenty-year-old girl from just such a background coming to her first teaching job in a vast modern day school in a new London suburb. FRESH FROM THE COUNTRY (Michael Joseph. 15s.) has the kindliness of a mature approach to youthful problems, and some refreshingly acute observation too.

Mr. R. F. Delderfield, playwright and novelist, with several solid successes to his name, has written a straightforward love story THERE WAS A FAIR MAID DWELLING (Hodder and Stoughton. 18s.). On thoughtful appraisal one can even see that it is a love story with a double strand: the love of a serious and likeable boy for a girl who is neither of these things, and the love of the same boy for a wild Devon valley. Gleaming with purple heath and golden gorse, the place is an enchantment to the fifteen-year-old boy brought up in Brixton and coming to live with his West country uncle after his mother's death. The uncle is, modestly, in the furniture business and, through his kindness and easy ways, the boy has his first glimpse of natural beauty and of young love. If the word weren't so invidious I would say that this was a thoroughly nice book, for that is what it is, as well as an excellent narrative with just enough excitement to keep it purling along like a Devon stream.

THE VENUS OF KONPARA (Michael Joseph. 16s.) is by Mr. John Masters, which is to say that it is a novel of strongly dramatic mood and with a background of India, this time in late Victorian days, painted in vivid and sensual colours. As in *Nightrunners of Bengal*, the author starts and maintains the excitement of the action on a very high pitch indeed so that one has the impression of reading at twice the usual pace and, again as before, his settings have the authenticity of an inspired historical record.

THE DEAN'S WATCH (Hodder and Stoughton. 18s.) is far milder stuff which is just as well for the persevering reader who very properly thrives on contrast. Miss Elizabeth Goudge has written about a period only twenty years earlier than the one chosen by Mr. Masters for his Indian adventure, but it might be centuries more removed in thought and theme. The scene is a cathedral city in the 1870's, and the plot is concerned with

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LIVING LIKE KINGS

A survey of Britain's royal residences

Like the curate's egg, Britain's royal residences past and present are a mixture of good and bad, with the accent tending to be on the draughty and the monumental. Neville Williams has written an admirable survey of THE ROYAL RESIDENCES OF GREAT BRITAIN (Barrie and Rockliff. 28s.), and he has taken pains to sketch in the social background of daily living; what the kings did in their counting-houses and the queens in their parlours. Windsor Castle, Balmoral, Sandringham, and Buckingham Palace by no means dominate this history, and there are particularly entertaining accounts of the Regent among his chinoiserie at Brighton Pavilion, Charles II at lovely Audley End, Elizabeth I at Greenwich, and Henry I pursuing the fair Rosamund Clifford at Woodstock. Albert Prince Consort comes in for his fair share of limelight, in respect of his own creation Balmoral, and Osborne, the 1,000-acre estate in the Isle of Wight built in part by his sale of the Brighton Pavilion. Osborne had a private beach and many aids to seclusion. Here Albert tried out some of his ambitious experiments free of the " monstrous interference " of the Commissioners of Woods and Forests.

In 1815 the Royal Navy introduced cats into Ascension Island as a domestic measure to keep down the rats. It was an evil day for the teeming bird life of that lonely Atlantic outpost of the Empire. Soon not a rat was to be seen; but the cats also killed the geese and the goslings in their nests, menaced the turkeys, and dealt similarly with the seabirds. Even so, when the British Ornithologists' Union paid their eighteen-month centenary visit to Ascension they found plenty to occupy their attention, and Mr. Bernard Stonehouse's account of the visit, with his historic survey of Ascension, makes interesting reading. WIDEAWAKE ISLAND (Hutchinson. 35s.) also contains some excellent pictures.

The microbe hunters, from Louis Pasteur onwards, have taught us how to live with dangerous bacteria—or without them—by applying many different and ingenious germicidal techniques, culminating in the use of sulphonamides and antibiotics. But viruses are different; they are smaller than microbes, they resist chemical attack, and they pursue their parasitic and infectious ends after piercing the cells of a susceptible host. Vaccines, not drugs, are the best weapons against them, and in recent years one virus after another has yielded to thrilling vaccine " break-throughs." In VIRUS HUNTERS (Hutchinson. 30s.), Greer Williams, a gifted American journalist with a special interest in medical pioneering, describes the battle in dramatic detail, taking us into the laboratories where the great work of discovery has been done.

W. J. Bishop is another writer deeply interested in the history and bibliography of medicine and like Mr. Greer Williams can communicate his knowledge in a deeply interesting way. His latest book, THE EARLY HISTORY OF SURGERY (Robert Hale. 18s.), goes much further back in time than most of us would expect, and he quotes from Egyptian surgical textbooks written in about 3000 B.C. A thousand years later when King Hammurabi of Babylon laid down his legal code, he laid down also fees for services rendered by doctors, and penalties for failure. Mr. Bishop's book is bright, brief, but remarkably comprehensive, and it offers valuable suggestions for further reading in this fascinating field.

Here are three illustrated volumes, all very different in character, and two of them, at any rate, sure to be in demand when Christmas comes along. THE BEAUTY OF DOGS (Max Parrish. 30s.) presents a magnificent series of 128 photographs by such star " cameramen " as J. Allan Cash, Adolph Morath, and Jane Bown. RUSSIA FOR BEGINNERS (Perpetua Books. 21s.) is a joyous frolic by Alex Atkinson and Ronald Searle, who somehow resisted any inclination to call it First Steppes in Muscovy. Robert Mertens' THE WORLD OF AMPHIBIANS AND REPTILES (Harrap. 63s.) is the work of a distinguished and internationally known zoologist which gives an enthralling new look into the lives and habits of two great classes of vertebrates. There are 140 photographs, 31 pages of them in full colour.

R. C. E.

species of duel, expressed in words and thoughts, between the formidable Dean and a small, crusty clockmaker of genius. Miss Goudge's gift for story-telling is a very true and strong one, and this new book of hers has all the hallmarks of another best-seller.

Now for two quite exceptional volumes of short stories, English and American and each by a woman. Mrs. Penelope Mortimer's SATURDAY LUNCH WITH THE BROWNINGS (Hutchinson. 16s.) is funny, perceptive, sometimes bitter, sometimes compassionate and always devoted to an examination of human beings and what makes them tick. Miss Elizabeth Enright's THE RIDDLE OF THE FLY (Heinemann. 15s.) is comparable in that this collection of sixteen stories deals with human enigmas too, but with a subtlety which recalls and transcends Katherine Mansfield's, and the strength and delicacy of a master surgeon's hand. I recommend especially the story *Once in a Summer* and, most memorable of all, *The House by the River*.

Vernon Fane

THE MAKER OF MODERN NIGERIA

On January 1, 1900 the name Nigeria was first used officially in the Letter of Appointment to Frederick Lugard as High Commissioner of the newly-created British Protectorate of Northern Nigeria. There had been some dispute about whether it ought not to have been called "Negretia," the Latin derivation from the river Niger. Lugard himself had favoured "Niger Sudan." This incident is related early in the second volume of the life of the great administrator, LUGARD—THE YEARS OF AUTHORITY 1898-1945 by Margery Perham (Collins. 50s.). Those who read the first volume of the biography, which was published four years ago and dealt with Lugard's early experiences in Africa and elsewhere, will find that the same high standard of scholarship, historical perspective and writing are maintained. Miss Perham who holds a special Fellowship for the study of Imperial government at Nuffield College, Oxford was a friend and fellow worker of Lugard in the later part of his life, so she writes from personal experience as well as from study of her subject's large collection of papers.

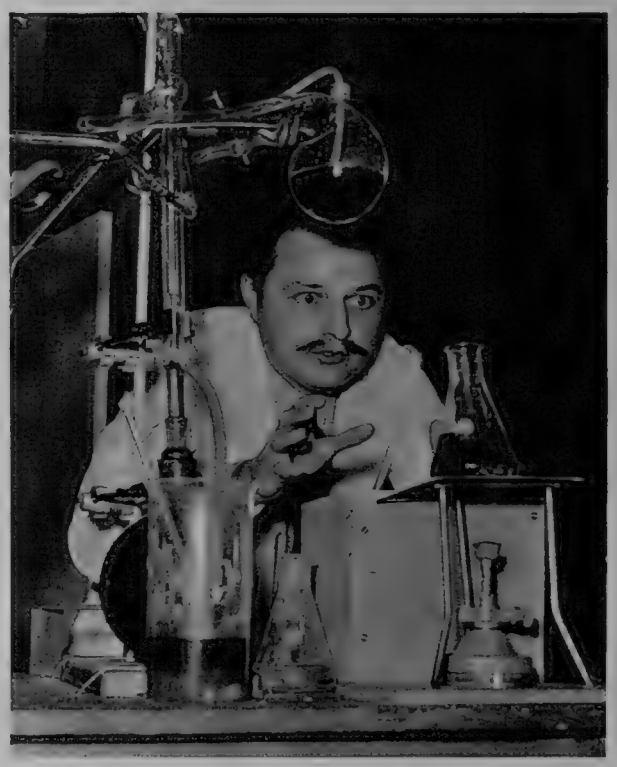
The new volume is largely concerned with the history of modern Nigeria. Lugard's first task was the pacification of the Northern Nigerian Emirates to put down slavery in those states. Next came the creation of a system of government by what is usually termed "indirect rule." Lugard described it as follows: "two sets of rulers—the British and the Native—working either separately or in co-operation, but a single government in which the Native Chiefs have clearly defined duties and an acknowledged status, equally with British officials." The system was not original. It had already been applied in other parts of the British Empire. But none administered it with more discernment of the needs of the people of the country concerned than Lugard. After a period as Governor of Hong Kong, from 1907 to 1912, he returned to West Africa as Governor of Northern and South Nigeria. In 1914 came the unification into one colony, with Lugard as Governor General. He retired in 1919 but continued to work actively for the development of the African peoples towards self-government until his death in 1945. He was created a baron in 1928.

This book is much more than a mere recital of history, important though that history is. It is the study of a very remarkable man and Miss Perham gives us his character "warts and all," his defects as well as his qualities. There is much about his disputes with the Colonial Office and other authorities and a superb description is given of an interview in 1905 between Lady Lugard, who did so much to forward her husband's causes, and the newly appointed Under-Secretary for the Colonies, Mr. Winston Churchill. But above all this is a record of the evolution of Nigeria in particular and of the Commonwealth as a whole. Time and again in Lugard's papers and utterances one sees the growth of the Commonwealth ideal. The publication of this biography at the time of the Independence of Nigeria could not be more suitable. Its content explains why the latest Sovereign State in the Commonwealth can face the future with such assurance.

(*Further book reviews on page 39*)

C. D.

Mr. Crape (Frank Finlay), inmate of the Happy Haven, is examined by Dr. Copperthwaite (Peter Bowles)



Dr. Copperthwaite watches his elixir of life

THE HAPPY HAVEN

at The Royal Court

The five actors and actresses who play the old people in John Arden's new play all wear masks in the style of the old Italian comedy. The play is set in the Happy Haven, a nursing home "not far from London," where a Dr. Copperthwaite, ostensibly looks after five old people "in the evening of their days." The inmates are Mrs. Phineus, the oldest, most decrepit inmate whose great longing is for a baby; Mrs. Letouzel a scheming woman who is making a systematic but ineffectual effort to deprive Mrs. Phineus of her money; Mr. Golightly who believes himself in love with Mrs. Phineus; Mr. Hardrader, the ruddy-faced hearty type; and Mr. Crape, a bent and bitter North Country man. Dr. Copperthwaite discovers his elixir of life, and plans to use his old patients as guinea pigs for rejuvenation. But his scheme fails, and the play ends with the old people administering the elixir to its inventor.

Mr. Crape with the oldest inmate Mrs. Phineus (Susan Engel)

Mr. Golightly (Barry Ingham) and Mrs. Letouzel (Rachel Roberts)

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BOOKS *(continued from pages 34-35)*

WARS AND WARRIORS

Colonel Richard Meinertzhagen—Montezuma was his nickname sixty years ago and is to-day his telegraphic address—is now rising eighty-three years old. He was one of the ablest, bravest, toughest and least orthodox soldiers of his generation. He resigned his commission in 1926, after twenty-seven years' service, grimly convinced that he had no chance of further promotion in the British Army of that post-war period. Those were not good days for intelligent soldiers.

Meinertzhagen all his life has kept a detailed, voluminous diary. Seventy bound volumes, exquisitely typed, now line shelf after shelf of his library. From these he has in recent years published copious and fascinating extracts—a Kenya Diary and a Middle East Diary. Now comes ARMY DIARY, 1899-1926 (Oliver Boyd, 35s.).

In none of them is there a punch pulled. They all reveal, with relentless self-scrutiny, the same rich, strong personality: a quick, cool brain dominating a formidable physique; passions of the most vigorous, held in control by unwavering self-discipline; total intolerance of fools and their folly; a fierce scorn of cowardice and laziness; an equally fierce hatred of cruelty and injustice; profound patriotism and a sincere, inner humility masked by outward impatience.

His new diary is lavish in narrative excitement, as it is in characterisation, comment and social, political and moral analysis. I would give it to any boy of mettle and say: " This is what some of the best of the English were like at their zenith before the rot set in. You may not understand him, you may not like him, but by Heaven he had guts."

A rather delightful Bultitude of a father wanted to put this eaglet, straight from Harrow, into the City, in the family banking business, though he himself longed to go to a university, study zoology and then go overseas to farm.

But the City it was, whence he escaped, by way of a Yeomanry regiment, then a Militia commission, into the Regular Army. As a regimental officer—in England, in India, and in Mauritius—he was able and conscientious, as well as intensely spirited; but he must have been a handful for any conventional, lethargic battalion commander. He was at the Staff College at Quetta when World War I broke out, and almost immediately was sent as a G.S.O.3 on a lamentable expedition in German East Africa. His detailed account of the attack on and withdrawal from the German-held post of Tanga is a classic example of how not to conduct a combined operation.

Better days lay ahead for him; he became Intelligence Officer to Smuts, when that talented general took over in East Africa, and in 1917 he joined Allenby, again as an Intelligence Officer in Palestine. He became a master of the devious tricks of war. The story of his dropping false maps and plans where a Turkish patrol could not but pick them up is well known; new to me is his other exploit of his having air-drops of opium-doped cigarettes for the Turkish defenders of Gaza, thus rendering them drowsy and fuddled when the British attack was launched. His postscript is vintage Montezuma: " In England later on I still had a few left and found them most useful when travelling by train with a particularly garrulous person; I would offer them a cigarette, after which I could travel in silence."

A soldier of a different stamp is Lieut.-General Sir Brian Horrocks, now Gentleman Usher of the Black Rod, who has joined the ranks (they must amount to a battalion) of senior officers-turned-journalists. Talented, courageous and distinguished as he is, I cannot see him handing out drugged fags. His memoirs, A FULL LIFE (Collins. 25s.), are urbane and amiable. For myself I greatly preferred the earlier chapters which recount the adventures—and misadventures—of a young, very likeable Horrocks, making repeated attempts to escape from a German P.O.W. camp, and (a little later) involved in the White Russian collapse in Siberia and falling into the hands of the Bolsheviks. This is stirring stuff, modestly and gaily told. But a career which began with such promising irregularity became conformist and conventionally successful; and though Sir Brian has much that is interesting to say about his own part in World War II and his rise from Brigadier to Corps Commander, not a great deal of it is very novel or very arresting—until he had the grievous misfortune to meet the bullet marked for him, fired from a lone German fighter in a surprise low-level attack on Bizerta in 1943. That he survived at all is a miracle of modern military surgery; he has since endured, with the greatest courage, a great deal of illness and pain, and the premature curtailment of his career. I admire, though I do not share, his frank hero-worship of Lord Montgomery; and I am grateful for his lucid exposition of his duties as Black Rod. But his account of the Battle of Arnhem, persuasive as it is, cannot in my view stand up against General Urquhart's version of the same tragi-glorious episode.

The author of the third book on my list, Mr. Corelli Barnett, is half a century younger than the author of the first. THE DESERT GENERALS (Kimber, 25s.) has achieved a dazzling, and merited, success. It is one of the clearest, most trenchant analyses yet made of the campaigns in the Western Desert from December 1940 to December 1942. It makes short shrift of the contemporary and conventional legends. It deals a series of shattering blows at some reputations (notably Lord Montgomery's), and it does much to re-establish others (notably Sir Claude Auchinleck's). Yet it is clear that Mr. Barnett, who was thirteen when these campaigns began and fifteen when they ended, set out with no especial axe to grind; and only, I think, a burning passion for the truth, which has seemed to be obscured for so long, can have prompted so withering an onslaught on the Churchill-Montgomery myth. I agree with Mr. Barnett's fundamental propositions—that the First Battle of Alamein, June 30-July 2, 1942, was the decisive battle in this theatre of war, and that Auchinleck won it—but I think he overstates his indictment of both Montgomery and Churchill. In his effort to destroy the myth he is brutally rough with the mythmakers. But I can forgive him all for his classic account of that classic episode, General O'Connor's advance from well inside Egypt's frontiers to Beda Fomm, and the elimination of a vast Italian army in the process.

John Connell

NIGERIAN INDEPENDENCE

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MOTORING

NEW B.M.C. ESTATE CARS

A James Young Bentley Continental; research into car-cooling; an R.A.C. book for L-drivers and others

By **COURTENAY EDWARDS**

Two more estate cars are announced by the British Motor Corporation: The Austin A55 Countryman and the Morris Oxford Traveller. They are station wagon versions of the successful 1½-litre Farina saloons, the main difference in each case being the size and shape of the body. The wheelbase is the same but they have extended the roof panel for the full length of the car, which in this new form measures 14 ft. 10 ins. from bumper to bumper. Including tax, the Austin costs £915 and the Morris £929. The Morris is £14 less than the Series IV Oxford Traveller which it replaces. The Countryman is an addition to the Austin range, for there has been no 1½-litre station wagon bearing this nameplate.

Used as a four/five-seater saloon, both the new Austin and Morris dual-purpose cars have 28½ cubic feet of load space behind the rear seat. Fold the rear seat forward and you have a luggage platform 5 ft. 1¾ ins. long with a loading capacity of 51 cubic feet. A feature which makes these new cars additionally attractive is the ability to hinge the rear seat in such a way that a double bed 6 ft. long and over 4 ft. wide is provided, with an upholstered headrest. The upper part of the double doors at the rear is a curved, full-width window which is hinged to the roof at its upper edge and can be held open by telescopic slides. The tail board is supported in the open position by hinged metal arms. There are two doors on each side of the car, as in the saloon models.

The spare wheel is carried in a dirt-excluding container under the platform at the back of the car. You wind it down with your wheel brace. The Morris has a single bench at the front, the Austin, individual seats. Both cars can be ordered with seat facings of either leather or woven fabric.

The Austin A55 Countryman—new from B.M.C.

One does not drive a Bentley. It is nearer the truth to say that when seated behind the wheel of one of these splendid cars you are indulging in a motoring experience of superlative enjoyment. I am prompted to make this comment after accepting an invitation from Jack Barclay, London's leading supplier of Rolls-Royce and Bentley cars, to borrow his own Bentley Continental for a few days.

Motoring takes on a new meaning when you have the use of one of these 6,230 c.c. luxury cars with its fantastically quiet but immensely powerful V-8 engine, its powered steering, automatic gearbox, faultless brakes (duplicated for extra safety) and fatigue-proof bucket seats. (It seems almost sacrilegious to use the word "bucket" when writing about such a fine example of craftsmanship as the front seats of the Continental Bentley.)

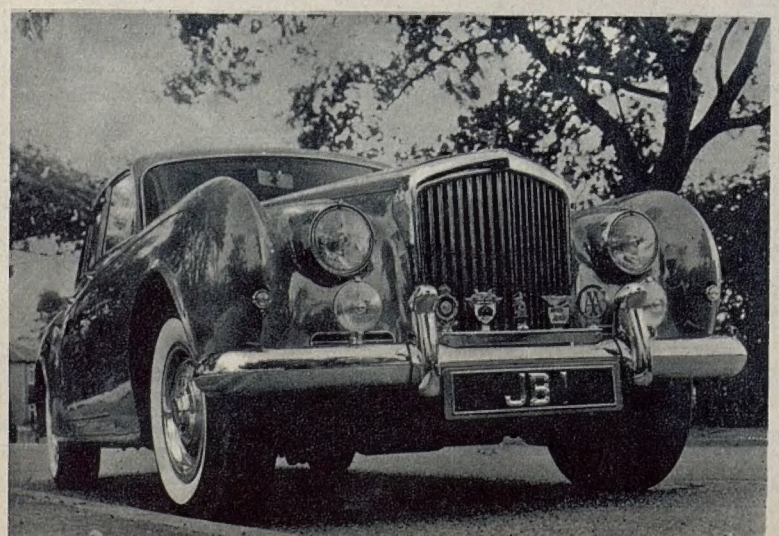
I have listed only the outstanding features of this car. There is much else over which to enthuse: things like the push-button control of both front windows from the driver's seat; the quiet, positive click with which the doors close; the wide variety—and accuracy—of the dials and gauges on the walnut-veneered facia; the lush carpet with which the huge luggage boot is lined and the subtle way in which it is automatically illuminated when you open the lid; and much else besides.

The Continental Jack Barclay lent me was a four-door model built by James Young Ltd., of Bromley, Kent. Barclay owns this company, which was established in 1863 and is the only remaining privately-owned coachbuilding firm of its kind in Britain. It produces fifty or sixty "custom-built" Rolls-Royce and Bentley cars a year, employs 120 craftsmen and has as chief designer a wizard named Mr. A. F. McNeil, to whom I would like to pay tribute.

The highest price ever paid for a custom-built James Young car was £10,000, for a limousine based on the Rolls-Royce Phantom V chassis. The Continental Barclay lent me costs a mere £8,295 14s. 2d. Of this figure £2,440 is purchase tax: almost enough to buy five Austin Sevens or Ford Populars.

One of the things that impressed me most about the Bentley was the steering. Power assistance makes it remarkably light in operation yet you still retain the "feel" of the wheels on the road. I marvelled at the way in which this big car, weighing close on two tons, went round corners. I found the Continental agreeably docile in traffic, but was even more impressed by its performance on the open road, especially on M1, on which I cruised at 100-110 m.p.h., touching 130 at one point before I realised that the steady speedometer needle had gone round so far.

Jack Barclay's own Bentley Continental

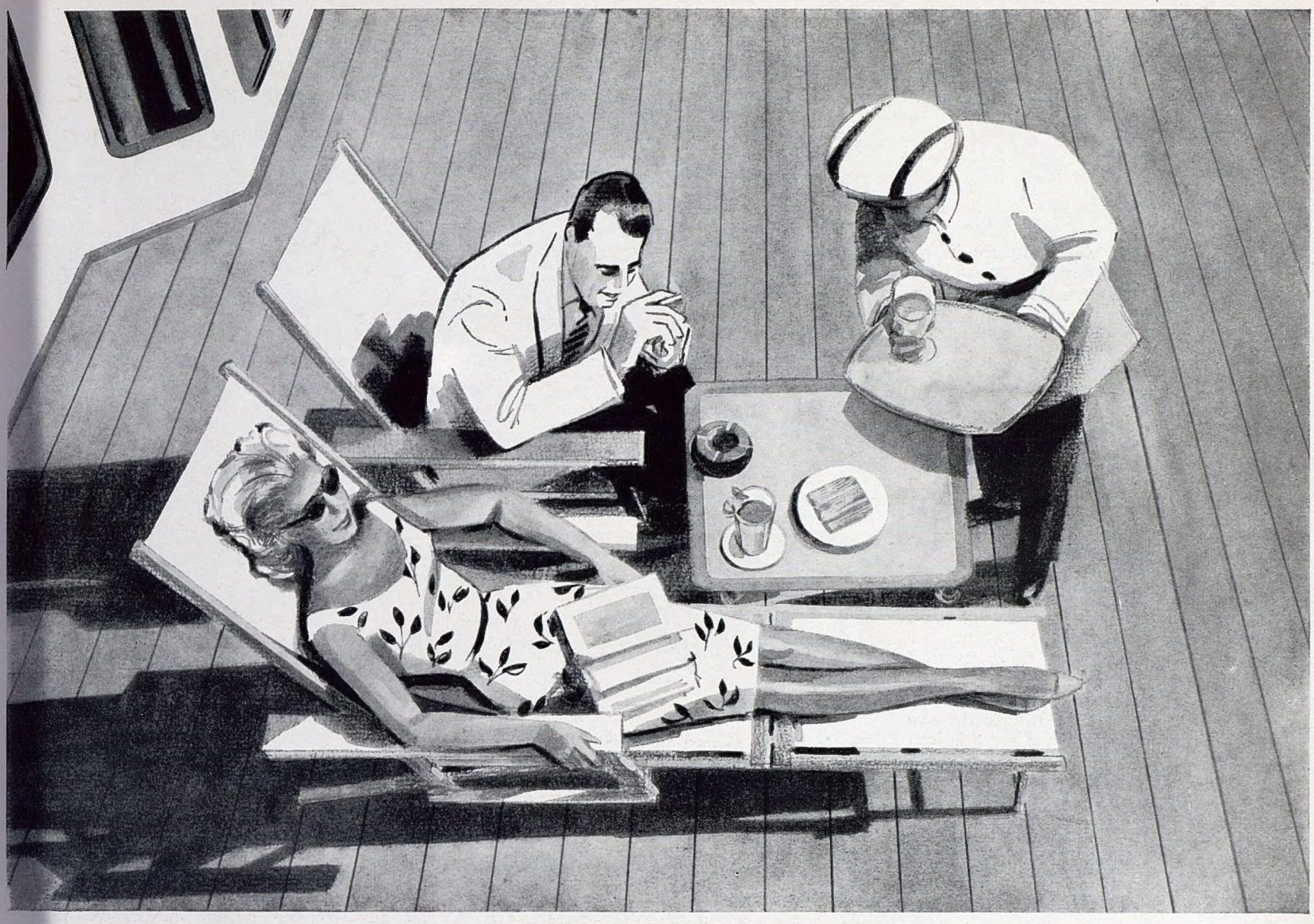


Tests recently carried out by Smiths Motor Accessories in the Tunisian desert hold out hope of effective car cooling at greatly reduced cost. Good results were gained from a new system of "spot cooling," under which cooled air is directed at the occupants of a car from adjustable nozzles, as in an aircraft. In hot countries of low humidity it is possible to cool the air effectively by the inexpensive water evaporation system. This reduces the temperature of the air by passing it through a water spray. The water evaporates and in the process extracts heat from the air. The vapour compression system of refrigeration as used in the kitchen fridge and in many American cars is much more costly. According to experts who carried out the tropical tests for Smiths, it would add £150 to the cost of a medium-size European car to instal refrigeration systems on the American pattern. These cool all the air in the car, whereas with spot cooling only part of the air is treated. The occupants are cooled instead of the whole car.

When evaporative cooling is used to reduce the temperature of the air, aimed at the passengers through high-velocity jets, they can be kept comfortable, it is claimed, at a cost no higher than that of installing and operating the heating and ventilating systems used in European cars to-day. This varies between £25 and £30. Even when vapour compression refrigeration has to be used in humid climates the spot cooling system reduces the refrigerating capacity needed by anything between a tenth and a fifth. All very technical, but I thought you would like to know.

Briefly. . . . Ford Consul, Zephyr and Zodiac models remain unchanged for 1961, but disc-brakes will be available for the front wheels as an optional extra at £21 plus £8 15s. tax. . . . A.A. members taking their cars north of the Border should buy the Association's new illustrated Road Book of Scotland. It has 322 pages, over 1,000 line drawings, a 173-page gazetteer and costs £1. . . .

When travelling by train you can make sure of having a self-drive or chauffeur-operated hire car waiting for you at most main line stations by ordering one from Victor Britain through the railway booking clerk for a 5s. service fee. . . . I commend the R.A.C.'s *Car Driving for Beginners* (price 3s. 6d.) to all learner-drivers about to take their test, and to any other motorist who fondly imagines he knows all the answers. . . .



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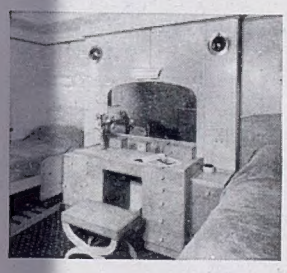

A typical double room on "The City of Exeter." Cabins on Ellerman ships are on either "A" or "B" decks . . . light, airy and beautifully appointed.

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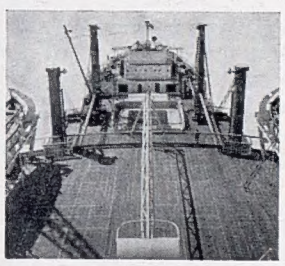
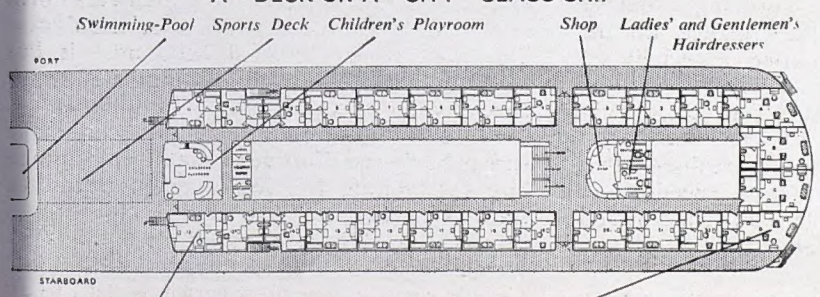


The Sports deck on the "City of Port Elizabeth": all "City" class passenger ships on the South Africa run have a swimming-pool. drawing-room and library.

"A" DECK ON A "CITY" CLASS SHIP



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